# A VIEW OF THE BRITISH EMPIRE, MORE ESPECIALLY SCOTLAND; WITH SOME PROPOSALS FOR THE IMPROVEMENT OF THAT COUNTRY, THE EXTENSION OF ITS FISHERIES, AND THE RELIEF OF THE PEOPLE.

*By JOHN KNOX.*

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# CONTENTS

OF

# VOL. II.


*AN Account of the Quantity of Britiſh Herrings and Cod exported from Scotland, from Chriſtmas 1750, to Chriſtmas 1782, diſtinguiſhing each Year, and the Ports from whence exported* —— Page 385

*The Herring-Buſſe Trade: expreſſed in ſundry Particulars, both for the building of Buſſes, making of deepe-ſea Nets, and other Appurtenances; alſo the right curing of the Herring for Forreine Vent. Together with ſundry Orders of the Netherlands, for the better Government of the Royall Fiſhing. Written by Simon Smith Agent for the Royal Fiſhing, 1641* —— —— — 391


## National Improvements recommended, particularly in the Highlands.


*Of Inland Navigation* —— —— 400

*Navigation between the Forth and the Clyde* —— 401

*Navigation between the Atlantic and Lochfine* —— 410

*Navigation between Inverneſs and Fort William* —— 422

*Expediency of laying the Foundation of Towns in the Weſt Highlands.—Plan of thoſe Towns.—Eſtimates of the Expence* —— —— —— 433

*The moſt eligible Situations for Towns in the Weſt Highlands, with a Deſcription of the Coaſt to Cape Wrath* —— 442

*Deſcription of the North Coaſt from Cape Wrath to Dungſbay-Head, and from thence to the Murray Firth* 469

*Deſcription of the Coaſt of the Murray Firth from Inverneſs to Kinnaird's Head* —— —— —— 479

*Memorial reſpecting the Port of Fraſerſburgh, 1785* 489

*Deſcription of the Eaſt Coaſt of Scotland, from the Murray Firth to Berwic* — — — — 493

# CONTENTS.

*Abridgment of Anſwers from moſt of the Collectors of Cuſtoms in Scotland, to Mr. Commiſſioner Buchannan' Queries, reſpecting the State of the Fiſheries at their ſeveral Ports* 521

*Deſcription of the interior Country which joins the two Kingdoms, uſually called the Borders, extending from Berwic to the Solway Firth* —— —— 553

*Deſcription of the Coaſt upon the Solway Firth, comprehending the Counties of Dumfries, Kirkudbright, and Wigtown* 528

*Abridgment of Anſwers* —— —— 542

*Deſcription of the Firth of Clyde, from the Mull of Galloway to Greenock, including the Coaſt of Airſhire, Renfrewſhire, and Part of Wigtownſhire* —— —— 543

*Remarks on the Short Tour of Scotland, comprehending the Southern Diviſion of that Kingdom, and a conſiderable Portion of the Highlands* —— —— 556

*Of the Famine; the Failure of the Fiſheries; and the Hurricanes of* 1782 —— —— 615

*Voyage from Ireland to the Weſt Highlands, Sept.* 1784—*Diſtreſſes of* 300 *Emigrants caſt amongſt the Rocks of the Iriſh Coaſt.*—*Further Remarks on the preſent State of the Highlands* 618

*Addreſs to the lower Ranks of People in the Highlands* 629

*Addreſs to the Convention of the Royal Boroughs in Scotland, with Remarks on the Fiſhery Laws enacted in* 1785; *and the Outlines of further Regulations, for the Peruſal of the Convention* —— —— —— 641

*Table of Exports of Herrings from Gottenburgh* — 651

*Extract from a Petition and Memorial to the Right Honourable the Lords Commiſſioners of his Majeſty's Treaſury, from the General Convention of the Royal Boroughs of Scotland, September* 1783; *in Anſwer to a Petition of certain Officers of the Cuſtoms, and a Report of the Board of Cuſtoms at Edinburgh, and their Inſpector, in June* 1782. *With Remarks* — — — 662

*Remarks on ſundry Paſſages in Dr. Anderſon's Report to the Lords of the Treaſury, and his ſubſequent Evidence and Diſſertations before the Committee on the Britiſh Fiſheries, May* 1785; *alſo a Vindication of Mr. Mackenzie's Charts* 670

*An Account of the Quantity of Britiſh Herrings and Cod exported from Scotland, from Chriſtmas 1750, to Chriſtmas 1782, diſtinguiſhing each Year, and the Ports from whence exported.*

| Ports from whence export. 1751. | Herrs. White Barrel | Cod Dried. Cwt. | Q. | lb. |
|---|---|---|---|---|
| Aberdeen | 84 | | | |
| Air | 6624 | | | |
| Anſtruther | 31 | | | |
| Borrowſtoneſs | 11 | | | |
| Campbletown | 6084 | 404 | | |
| Dunbar | — | 323 | 1 | |
| Fort William | 217 | | | |
| Irvine | 337 | | | |
| Leith | 159 | | | |
| Montroſe | 88 | | | |
| Orkney | 692 | | | |
| Port Glaſgow | 2404 | | | |
| Port Greenock | 7395 | | | |
| Shetland | 1672 | 7312 | 3 | |
| Total | 25800 | 8040 | 0 | |
| 1752. | | | | |
| Air | 3558 | 97 | 2 | |
| Anſtruther | 340 | | | |
| Campbeltown | 2773 | 1708 | | |
| Dunbar | — | 47 | 1 | 14 |
| Fort William | 259 | | | |
| Inverneſs | 12 | | | |
| Irvine | 367 | | | |
| Kirkaldy | 39 | | | |
| Leith | 166 | 126 | 2 | 21 |
| Montroſe | 184 | | | |
| Orkney | 196 | | | |
| Port Glaſgow | 2214 | | | |
| Port Greenock | 6927 | | | |
| Stranraer | 156 | | | |
| Shetland | 810 | 6218 | 2 | |
| Total | 18003 | 8198 | 0 | 7 |
| 1753. | | | | |
| Air | 1067 | 509 | 2 | |
| Anſtruther | 603 | | | |
| Borrowſtoneſs | 20 | | | |
| Campbeltown | 6244 | 1426 | | |
| Fort William | — | 108 | | |
| Inverneſs | 238 | | | |
| Irvine | 107 | 207 | | |
| Montroſe | 90 | | | |
| Port Glaſgow | 3276 | | | |
| Port Greenock | 10262 | | | |
| Stranraer | 1029 | | | |
| Shetland | 3482 | 7424 | | |
| Total | 26420 | 9674 | 2 | |

| Ports from whence export. 1754. | Herrs. White Barrel. | Cod Dried. Cwt. | Q. | lb. |
|---|---|---|---|---|
| Aberdeen | 4 | | | |
| Air | 686 | | | |
| Anſtruther | 288 | | | |
| Borrowſtoneſs | 30 | | | |
| Campbeltown | 6933 | 1837 | | |
| Dunbar | — | 37 | 1 | |
| Fort William | 412 | | | |
| Irvine | 280 | 1022 | 3 | 23 |
| Montroſe | 32 | | | |
| Port Glaſgow | 3117 | | | |
| Port Greenock | 7574 | | | |
| Stranraer | 1690 | | | |
| Shetland | 5286 | 10178 | 1 | |
| Total | 26335 | 13075 | 1 | 23 |
| 1755. | | | | |
| Aberdeen | 264 | 9 | 2 | 21 |
| Air | 3830 | 130 | | |
| Campbeltown | 24436 | 1196 | | |
| Fort William | 1315 | | | |
| Inverneſs | 779 | 12 | 2 | |
| Irvine | 3754 | 550 | 3 | 1 |
| Leith | 250 | | | |
| Orkney | 1737 | | | |
| Port Glaſgow | 4054 | | | |
| Port Greenock | 4675 | 185 | | 20 |
| Stranraer | 1935 | | | |
| Shetland | 2399 | 5742 | 3 | |
| Total | 49429 | 7826 | 2 | 14 |
| 1756. | | | | |
| Aberdeen | — | 25 | 3 | 14 |
| Air | 2730 | | | |
| Anſtruther | 286 | | | |
| Campbeltown | 13528 | 1153 | | |
| Fort William | 1444 | 111 | | |
| Inverneſs | 291 | | | |
| Irvine | 2930 | 240 | | |
| Leith | 158 | | | |
| Montroſe | 67 | | | |
| Orkney | 2003 | | | |
| Port Glaſgow | 4519 | | | |
| Port Greenock | 9072 | | | |
| Stranraer | 951 | | | |
| Shetland | 3476 | 9287 | 2 | |
| Total | 41456 | 10817 | 1 | 14 |

| Ports from whence export. 1757. | Herrs. White Barrel | Cod Dried. Cwt. | Q. | lb. |
|---|---|---|---|---|
| Aberdeen | — | | | |
| Air | 1239 | 31 | 2 | 7 |
| Anſtruther | 743 | | | |
| Campbeltown | 3271 | 1064 | | |
| Fort William | 1592 | | | |
| Irvine | 863 | 656 | 1 | 2 |
| Leith | 561 | | | |
| Montroſe | 33 | | | |
| Port Glaſgow | 2924 | | | |
| Port Greenock | 6257 | | | |
| Stranraer | 5924 | | | |
| Shetland | 1133 | 6170 | 2 | |
| Total | 24542 | 7922 | 1 | 9 |
| 1758. | | | | |
| Aberdeen | — | — | | |
| Air | 1237 | 1022 | 1 | |
| Anſtruther | 177 | | | |
| Caithneſs | — | | | |
| Campbeltown | 5083 | 2467 | | |
| Dunbar | — | 61 | | |
| Fort William | 799 | | | |
| Irvine | 695 | 336 | 2 | 15 |
| Leith | 97 | | | |
| Port Glaſgow | 4326 | | | |
| Port Greenock | 11878 | | | |
| Stranraer | 13121 | | | |
| Port Patrick | 14 | | | |
| Shetland | 4173 | 9287 | 2 | |
| Total | 41602 | 13174 | 1 | 15 |
| 1759. | | | | |
| Aberdeen | — | | | |
| Air | 1513 | | | |
| Campbeltown | 2846 | 3637 | | |
| Dunbar | — | 91 | | |
| Fort William | 501 | 9 | 2 | |
| Irvine | 290 | 362 | | 7 |
| Port Glaſgow | 1293 | | | |
| Port Greenock | 5422 | | | |
| Stranraer | 9025 | | | |
| Shetland | 1166 | 8480 | 3 | |
| Total | 22057 | 12580 | 1 | 7 |

| Ports from whence export. 1760. | Herrs. White Barrel | Cod. Dried. Cwt. | Q. | lb. |
|---|---|---|---|---|
| Air | 1789 | | | |
| Anſtruther | 14 | | | |
| Campbeltown | 1712 | 1103 | | |
| Fort William | 111 | | | |
| Irvine | 365 | 97 | 3 | 14 |
| Leith | 61 | 123 | | |
| Port Glaſgow | 4329 | | | |
| Port Greenock | 5512 | | | |
| Stranraer | 432 | | | |
| Shetland | 460 | 9815 | 3 | |
| Total | 14787 | 11139 | 2 | 14 |
| 1761. | | | | |
| Air | 4288 | | | |
| Campbeltown | 6026 | 1114 | | |
| Fort William | 201 | 57 | | |
| Irvine | 1495 | 198 | 1 | 14 |
| Kirkudbright | 480 | | | |
| Port Glaſgow | 4692 | | | |
| Port Greenock | 7514 | 41 | 2 | |
| Stranraer | 747 | | | |
| Shetland | 950 | 7133 | 2 | |
| Total | 26396 | 8544 | 1 | 14 |
| 1762. | | | | |
| Aberdeen | — | 34 | 3 | 8 |
| Air | 598 | | | |
| Campbeltown | 4895 | 982 | | |
| Fort William | 283 | 63 | 2 | |
| Irvine | 809 | | | |
| Port Glaſgow | 752 | | | |
| Port Greenock | 4438 | 59 | 1 | |
| Stranraer | 460 | | | |
| Shetland | 1250 | 9031 | 2 | 21 |
| Total | 13486 | 10171 | 1 | 1 |

| Ports from whence export. 1763. | Herrs. White Barrel. | Cod Dried. Cwt. | Q. | lb. |
|---|---|---|---|---|
| Aberdeen | — | 28 | 3 | 21 |
| Air | 1997 | | | |
| Campbeltown | 10775 | 1170 | | |
| Fort William | 985 | | | |
| Inverneſs | 500 | | | |
| Irvine | 1636 | | | |
| Oban | 13 | | | |
| Port Glaſgow | 2574 | | | |
| Port Greenock | 5700 | 17 | 2 | 21 |
| Stranraer | 141 | | | |
| Shetland | 941 | 9841 | 1 | |
| Total | 25265 | 11057 | 3 | 14 |
| 1764. | | | | |
| Air | 333 | | | |
| Campbeltown | 2641 | 1211 | | |
| Fort William | 11 | | | |
| Montroſe | — | 32 | | 14 |
| Oban | 1827 | 280 | 2 | |
| Port Glaſgow | 1894 | | | |
| Port Greenock | 1692 | 83 | 1 | 15 |
| Shetland | 952 | 9974 | 1 | |
| Total | 9351 | 11582 | 1 | 1 |
| 1765. | | | | |
| Air | 74 | | | |
| Alloa | 26 | | | |
| Borrowſtoneſs | 381 | | | |
| Campbeltown | 12300 | 352 | | |
| Fort William | 297 | | | |
| Irvine | 2183 | | | |
| Leith | 198 | | | |
| Oban | 1028 | 165 | 2 | 10 |
| Port Glaſgow | 1636 | | | |
| Port Greenock | 9628 | | | |
| Rotheſay | 83 | | | |
| Stronaway | 1111 | 291 | | |
| Stranraer | 73 | | | |
| Shetland | 1438 | 11062 | 2 | |
| Total | 30458 | 11871 | | 10 |

| Ports from whence export. 1766. | Herrs. White Barrel | Cod Dried. Cwt. | Q. | lb. |
|---|---|---|---|---|
| Air | 717 | | | |
| Campbeltown | 10675 | 631 | 3 | |
| Fort William | 461 | | | |
| Irvine | 889 | | | |
| Leith | 59 | | | |
| Oban | 1054 | | | |
| Port Glaſgow | 2532 | | | |
| Port Greenock | 5270 | | | |
| Stronaway | 1885 | 297 | | |
| Stranraer | 371 | | | |
| Shetland | 3119 | 7244 | 2 | 1 |
| Total | 27033 | 8173 | 1 | 1 |
| 1767. | | | | |
| Air | 57 | | | |
| Campbeltown | 6390 | 337 | 2 | 14 |
| Fort William | 172 | | | |
| Inverneſs | 3 | | | |
| Irvine | 591 | | | |
| Leith | 170 | | | |
| Oban | 381 | | | |
| Port Glaſgow | 2509 | | | |
| Port Greenock | 6095 | | | |
| Rotheſay | 193 | | | |
| Stronaway | 410 | 129 | 2 | 24 |
| Stranraer | 522 | | | |
| Shetland | 2565 | 7650 | 2 | |
| Total | 20060 | 8117 | 3 | 10 |
| 1768. | | | | |
| Air | 235 | | | |
| Caithneſs | 523 | | | |
| Campbeltown | 8474 | 865 | | 21 |
| Irvine | 1018 | | | |
| Kirkaldy | 50 | | | |
| Leith | 429 | | | |
| Oban | 1024 | | | |
| Port Glaſgow | 4687 | | | |
| Port Greenock | 7334 | 146 | 3 | |
| Rotheſay | 234 | | | |
| Stronaway | 706 | 122 | | |
| Stanraer | 929 | | | |
| Shetland | 2539 | 9833 | 3 | 7 |
| Total | 28184 | 10967 | 3 | |

| Ports from whence export. 1769. | Herrs White Barrel | Cod Dried. Cwt. | Q. | lb. |
|---|---|---|---|---|
| Air | 35 | | | |
| Borrowſtoneſs | 30 | | | |
| Campbeltown | 6476 | 560 | 3 | 7 |
| Dunbar | 272 | | | |
| Irvine | 954 | | | |
| Kirkaldy | 25 | | | |
| Leith | 1025 | | | |
| Oban | 1185 | 38 | | |
| Port Glaſgow | 1802 | | | |
| Port Greenock | 5811 | 187 | 2 | 2 |
| Stronaway | 3979 | 399 | 3 | |
| Stranraer | 1429 | | | |
| Shetland | 2600 | 5188 | 3 | 14 |
| Total | 25624 | 6374 | 3 | 23 |

| 1770 | | | | |
|---|---|---|---|---|
| Air | 964 | | | |
| Caithneſs | 1159 | | | |
| Campbeltown | 16175 | 1360 | 3 | 14 |
| Dunbar | 521 | | | |
| Fort William | 65 | 200 | | |
| Irvine | 1569 | | | |
| Kirkaldy | 60 | | | |
| Leith | 1028 | 25 | | |
| Oban | 5132 | 56 | 2 | 14 |
| Port Glaſgow | 3239 | | | |
| Port Greenock | 12574 | 1930 | 3 | 16 |
| Stronaway | 982 | 110 | 1 | |
| Stranraer | 1934 | | | |
| Shetland | 2039 | 5565 | | 14 |
| Total | 47442 | 9248 | 3 | 2 |

| 1771 | | | | |
|---|---|---|---|---|
| Air | 228 | | | |
| Anſtruther | 56 | | | |
| Caithneſs | 1877 | | | |
| Campbeltown | 4313 | 297 | 2 | 14 |
| Dunbar | 105 | | | |
| Fort William | 194 | | | |
| Inverneſs | 145 | | | |
| Irvine | 1212 | | | |
| Leith | 262 | | | |
| Oban | 1146 | | | |
| Port Glaſgow | 1289 | | | |
| Port Greenock | 14176 | | | |
| Rotheſay | 382 | | | |
| Stronaway | 2872 | 764 | 3 | |
| Stranraer | 912 | | | |
| Shetland | 1915 | 7740 | | 7 |
| Total | 31086 | 8802 | 1 | 21 |

| Ports from whence export. 1772. | Herrs. White Barrel | Cod Dried. Cwt. | Q | lb. |
|---|---|---|---|---|
| Anſtruther | 299 | | | |
| Caithneſs | 3619 | | | |
| Campbeltown | 5532 | 622 | 1 | 17 |
| Fort William | 59 | | | |
| Inverneſs | 12 | | | |
| Irvine | 424 | | | |
| Kirkaldy | 112 | | | |
| Leith | 690 | | | |
| Oban | 275 | 38 | 1 | |
| Port Glaſgow | 497 | | | |
| Port Greenock | 8711 | 370 | 3 | 20 |
| Stronaway | 1433 | 141 | 3 | |
| Shetland | 14 | 6656 | 3 | 14 |
| Total | 21679 | 7830 | | 23 |

| 1773. | | | | |
|---|---|---|---|---|
| Aberdeen | 203 | | | |
| Air | 150 | | | |
| Caithneſs | 2285 | | | |
| Campbeltown | 14638 | 751 | 3 | 7 |
| Irvine | 1312 | | | |
| Kirkaldy | 24 | | | |
| Leith | 719 | | | |
| Oban | 1656 | | | |
| Port Glaſgow | 619 | | | |
| Port Greenock | 14575 | 63 | 1 | 23 |
| Rotheſay | 206 | | | |
| Stronaway | 2198 | 522 | | 16 |
| Stranraer | 866 | | | |
| Shetland | 325 | 6970 | 2 | |
| Total | 39777 | 8307 | 3 | 18 |

| 1774. | | | | |
|---|---|---|---|---|
| Aberdeen | 6 | | | |
| Air | 291 | | | |
| Caithneſs | 953 | | | |
| Campbeltown | 12137 | 1144 | 2 | 3 |
| Dunbar | 363 | | | |
| Fort William | 144 | | | |
| Irvine | 1312 | | | |
| Leith | 1639 | | | |
| Oban | 546 | | | |
| Port Glaſgow | 2608 | | | |
| Port Greenock | 18535 | 751 | 2 | 25 |
| Rotheſay | 570 | | | |
| Stronaway | 2968 | 1098 | 3 | 21 |
| Stranraer | 670 | | | |
| Shetland | 530 | 4417 | 1 | 14 |
| Total | 43275 | 7412 | 2 | 7 |

| Ports from whence export. 1775. | Herrs. White Barrel | Cod Dried. Cwt. | Q. | lb |
|---|---|---|---|---|
| Aberdeen | | 192 | | 21 |
| Air | 151 | | | |
| Anſtruther | 839 | | | |
| Caithneſs | 450 | | | |
| Campbeltown | 8122 | 925 | 3 | 21 |
| Dunbar | 173 | | | |
| Irvine | 1312 | | | |
| Kirkaldy | 143 | | | |
| Leith | 808 | | | |
| Montroſe | 24 | | | |
| Oban | 1159 | 552 | 2 | |
| Port Glaſgow | 1319 | | | |
| Port Greenock | 13702 | 102 | 3 | |
| Rotheſay | 495 | | | |
| Stronaway | 3178 | 592 | 2 | |
| Stranraer | 977 | | | |
| Port Patrick | 184 | | | |
| Shetland | 43 | 8123 | 2 | |
| Total | 33082 | 10489 | 1 | 14 |
| 1776. | | | | |
| Aberdeen | | 1439 | 3 | 23 |
| Air | 1226 | | | |
| Campbeltown | 14186 | 265 | 3 | 21 |
| Dunbar | | | | |
| Dundee | | | | |
| Irvine | 1173 | | | |
| Leith | 559 | | | |
| Montroſe | | 20 | | |
| Oban | 797 | | | |
| Port Glaſgow | 3721 | | | |
| Port Greenock | 22897 | 504 | 3 | 20 |
| Rotheſay | 536 | | | |
| Stronaway | 3435 | 1144 | 1 | 14 |
| Stranraer | 1534 | | | |
| Shetland | | 7642 | 2 | 14 |
| Total | 50165 | 11017 | 3 | 8 |
| 1777. | | | | |
| Aberdeen | | 1522 | 2 | |
| Air | 301 | | | |
| Campbeltown | 9709 | 718 | 3 | 6 |
| Dunbar | | 242 | | |
| Iſle Martyn | | | | |
| Irvine | 1414 | | | |
| Kirkudbright | 196 | | | |
| Leith | 464 | 79 | 2 | 14 |
| Port Glaſgow | 3800 | | | |
| Port Greenock | 21714 | 371 | 2 | 16 |
| Stronaway | 2197 | 2279 | | |
| Stranraer | 1383 | | | |
| Port Patrick | 39 | | | |
| Shetland | | 7088 | 3 | |
| Total | 41217 | 12302 | 1 | 8 |

| Ports from whence export. 1778. | Herrs. White Barrel | Cod Dried. Cwt. | Q. | lb. |
|---|---|---|---|---|
| Aberdeen | | 1080 | | |
| Anſtruther | 102 | | | |
| Campbeltown | 8004 | 385 | | |
| Dunbar | 74 | 50 | 3 | 12 |
| Iſle Martyn | | | | |
| Irvine | 856 | | | |
| Leith | 20 | | | |
| Oban | 52 | | | |
| Port Glaſgow | 5619 | | | |
| Port Greenock | 19393 | 690 | | 18 |
| Stronaway | 546 | 654 | 1 | |
| Stranraer | 953 | | | |
| Shetland | | 5866 | 3 | 14 |
| Total | 35620 | 8727 | | 16 |
| 1779. | | | | |
| Aberdeen | | 796 | | |
| Anſtruther | 25 | | | |
| Campbeltown | 10673 | 150 | 3 | |
| Iſle Martyn | 88 | | | |
| Irvine | 691 | | | |
| Kirkudbright | 100 | | | |
| Port Glaſgow | 5448 | | | |
| Port Greenock | 14096 | 1659 | | 19 |
| Stronaway | 988 | 481 | 2 | |
| Shetland | | 3495 | 3 | |
| Total | 32110 | 6583 | | 19 |
| 1780. | | | | |
| Aberdeen | | 280 | | |
| Campbeltown | 5075 | 299 | | 1 |
| Dunbar | 76 | 20 | | |
| Iſle Martyn | 22 | | | |
| Irvine | 23 | | | |
| Leith | | 15 | | |
| Oban | | 628 | 2 | |
| Port Glaſgow | 4071 | | | |
| Port Greenock | 14518 | 2431 | 1 | 3 |
| Stronaway | 1230 | 244 | | |
| Stranraer | 106 | | | |
| Zetland | | 9785 | 1 | |
| Total | 25122 | 13703 | | 4 |

| Ports from whence export. 1781. | Herrs. White Barrel. | Cod Dried. Cwt. | Q. | lb. |
|---|---|---|---|---|
| Aberdeen | | 1600 | | |
| Campbeltown | 1768 | | | |
| Dunbar | | 23 | 2 | 14 |
| Inverneſs | | 804 | | |
| Oban | | 56 | 2 | |
| Port Glaſgow | 2264 | | | |
| Port Greenock | 9150 | 2422 | 1 | 15 |
| Stronaway | 900 | 669 | | 14 |
| Shetland | | 8909 | 1 | 14 |
| Total | 14082 | 14485 | | 1 |

| Ports from whence export. 1782. | Herrs. White Barrel | Cod Dried. Cwt. | Q. | lb. |
|---|---|---|---|---|
| Aberdeen | | 379 | | |
| Anſtruther | 203 | | | |
| Caithneſs | 11 | | | |
| Campbeltown | 396 | 287 | 1 | |
| Dunbar | | | | |
| Inverneſs | | 738 | | |
| Kirkudbright | 9 | | | |
| Oban | | 474 | 3 | |
| Port Glaſgow | 2169 | | | |
| Port Greenock | 8819 | 1365 | 1 | 11 |
| Stronaway | 914 | 1712 | 2 | |
| Shetland | | 9081 | 1 | |
| Total | 12522 | 14038 | | 11 |

CATHCART BOYD,
Examiner of ſalt and fiſhery accounts.

*Cuſtom-houſe, Edinburgh, 13th Dec.* 1784.

The following curious treatiſe did not come to hand in time to be inſerted in its proper place.—It is, however, too important to be omitted. The ſecond part, containing orders of the Netherlands for the better government of the royal fiſhing, is nearly the ſame with the rules and orders of the Dutch already inſerted, and is therefore omitted.

*The Herring-Buſſe Trade: expreſſed in ſvndry Particulars, both for the building of Buſſes, making of deepe Sea-Nets, and other Appurtenances; alſo the right curing of the Herring for Forreine Vent. Together with ſundry Orders of the Netherlands, for the better Governement of the Royall Fiſhing; as by the following Treatiſe doth more at large appeare. All which hath bin peruſed by the Parliament Committee, and is appointed to bee publiſhed for the general Direction of the whole Kingdome. Written by Simon Smith, Agent for the Royall Fiſhing.* 1641.

Foraſmuch as I finde divers Treatiſes publiſhed, that have ſufficiently already invited unto the herring-buſſe-fiſhings, which ſome well-wiſhers of the commonwealth have bin thereby ſtirred up to ſet on the worke; therefore I ſhall not need to uſe any further inticements, unto the proſecutting ſo royall an imployment, then what is already extant, and as by my booke called *A true Narration of the Royal Fiſhings*, is expreſſed, to which doe referre, and in this treatiſe onely apply my labours to the publication of ſuch particulars, directions and orders, as have not heretofore bin publiſhed, whereby all places in the kingdoms may be informed in a right way of managing the herring trade with buſſes, to their beſt advantage, which being obſerved in a way of good governement in all thoſe places where this herring fiſhing ſhall be erected, will doubtleſſe, with God's bleſſing, prove very beneficiall to all that ſhall have relation thereunto.

*Directions for the building of a Herring Buſſe.*

The length of the buſſe, from ſtemme to ſterne muſt be 75 foot. That is to ſay, 45 foot the length of the keele, which muſt be, viz.

Eighteen inches deepe, the fore part of the keele.
Twelve inches deepe, the after part of the keele.
Fourteen inches the breadth of the keele.
Twenty-three foot the ſtem or rake, which muſt bee, viz.
Five foot crooked.
Twenty inches broad the fore ſtem.
Seven foot the ſterne poſte muſt fall backwards.

The ſterne-poſt muſt be 20 feet, and crooked in the inſide 16 inches, ſquare in the after ſide, and 7 inches thicke.

The fore ſtem muſt fall in length forwards 23 foot, 7 foot deepe begets 16 foot and a halfe broad in the mid-ſhip, within the tymbers.

Ten foot deepe from the keele to the uppermoſt decke.

Four feet 3 inches the lower deck from the keele, wherein are 10 double roomes, beſides the net roomes for ſtoage.

Five feet 9 inches between the decks.

The ſtoage will be for 412 barrels, viz.

| | Barrels |
|---|---|
| Foure double roomes before the cabbins, will hold — | 128 |
| Two double roomes in the laſtidge, where the nets are hail'd in ——— —— — | 24 |
| Two double roomes before the cabbins — — | 44 |
| One ſingle roome after the net roome, will hold — | 28 |
| One ſingle roome under the cabbin, will hold — — | 16 |
| And under the cabbins, where the men lye — — | 72 |
| And betwixt the cabbins, in the fore ſtem — — | 100 |
| | 412 |

Which 412 barrels, reckoning 12 barrels to the laſt, produceth 34 laſts and 4 barrels.

| *The Charge of the ſaid Buſſe.* | £. | s. | d. |
|---|---|---|---|
| The hull will coſt for tymber and workmanſhip | 300 | 0 | 0 |
| The maſts, yards, &c. ——— —— | 8 | 0 | 0 |
| The iron worke and anchors — — | 60 | 0 | 0 |
| The ſtanding rigging and other ropes ——— | 17 | 0 | 0 |
| The three cables, which muſt be of 100 fathoms a-piece, about, 8 inches, weighing 13cwt. a-piece, of one ſieze ——— ——— | 60 | 0 | 0 |
| The ſayles and ropes thereunto belonging —— | 32 | 0 | 0 |
| The blocks and pumpes, &c. — — | 6 | 0 | 0 |
| The anchor ſtocks — — — | 2 | 0 | 0 |
| The boate and oares —— — | 8 | 0 | 0 |
| The bricklayer and painter — — | 2 | 10 | 0 |
| The flags and ancient — — | 3 | 0 | 0 |
| The compaſſe maker — — | 1 | 10 | 0 |
| Totall is | 500 | 0 | 0 |

*The Charge of the* 56 *Nets, which the ſaid Buſſe doth uſe at the ſetting out.*

| | £. | s. | d. |
|---|---|---|---|
| Four deepings of 70 maſſes a-piece, makes a net, whereof two coſt 16s. a-piece, and two coſt 10s. a-piece, which together is 52s. for a net, ſo the 56 nets amounts to — — | 145 | 12 | 0 |
| For twine making will coſt 2s. a net — | 5 | 12 | 0 |
| For norſels at 8d. a net, being 130 to a net — | 1 | 17 | 4 |
| For 8 way-ropes, weighing 3cwt. 2qrs. a rope, at 30s. per cent. * — — | 42 | 0 | 0 |

Carried forward

* *Every ſeven nets have a rope.*

| | £ | | |
|---|---|---|---|
| Brought forward | | | |
| For 7 coyles of 1¾ inches, will be 1cwt. a coyle, which i 7cwt. at 28s. per cent. being for ſeyſons, the coyle conteining 64 fathoms, and each ſeyſon muſt have 8 fathoms, which coms to — — | 9 | 16 | 0 |
| For 14 coyles of 64 fathoms a-piece, to make 56 net-ropes, weighing 10cwt. 2qrs. at 28s. per cent. † | 14 | 14 | 0 |
| For one coyle of 1cwt. to make bowleſtraps — | 1 | 8 | 0 |
| For 60 bowles at 15d. a-piece, is —— — | 3 | 15 | 0 |
| For 6cwt. of corke, at 18s. per cent. is — | 5 | 8 | 0 |
| For 50lb. of marline to faſten the corks, at 4d. per lb. | 0 | 16 | 8 |
| For 80lb. of ſpunne yarne, to ſave the bowleſtraps from wearing out, at 18s. per cent. — | 0 | 13 | 4 |
| For the tanning and beetſter's worke, and pettie charges at 2s. per net, is — — | 5 | 12 | 0 |
| | 237 | 4 | 4 |

The whole charge of the 56 nets amounts unto 237l. 4s. 4d. which breaketh out 4l. 5s. for every net.

*The conſumptive Charge in the two Moneth's Fiſhing.*

| | | | |
|---|---|---|---|
| Ten weyes of Spaniſh ſalt is 400 buſhels, water meaſure, which will make 470 barrels of herring, reckoning 6 buſhels to make 7 barrels of herring, which doth coſt with charges 4l. the weye, is -- | 40 | 0 | 0 |
| Thirty-five laſts of herring caſk, at 22s. the laſt | 38 | 10 | 0 |
| Two dozen of gipping knives, adzes, and other irons | 1 | 0 | 0 |
| For baſkets and other petty neceſſaries — — | 1 | 0 | 0 |

*The Victualling for two Moneths.*

| | | | |
|---|---|---|---|
| Of the maſter, at 5s. the weeke is — — | 2 | 0 | 0 |
| Of 15 men, 4s. a-piece for a weeke — — | 24 | 0 | 0 |
| Of two boyes at the ſame rate — — | 3 | 4 | 0 |
| Some is | 29 | 4 | 0 |
| The wages of the 16 men and two boys —— | 36 | 0 | 0 |
| The maſter his allowance of 1s. the barrell for every merchantable barrell of herrings, being on 400 barrells, the ſome of —— — | 20 | 0 | 0 |
| Some is | 165 | 14 | 0 |
| The allowance to make good the nets, which is uſually reckoned at 25s. a net, is for 56 nets —— | 70 | 0 | 0 |
| The weare and teare of the buſſe at 10l. a moneth | 20 | 0 | 0 |

† *The net-rope being* 16 *fathoms, ſo that a coyle will make four net-ropes.*

| | | | |
|---|---|---|---|
| The whole charge that is conſumed, is —— | 255 | 14 | 0 |
| So the ſum of this two months imployment will be: | | | |
| The nett ſales made of the 400 barrells, * is — | 400 | 0 | 0 |
| Deduct the charge aboveſaid —— — | 255 | 14 | 0 |
| Remaineth cleer gains in two moneths —— | 144 | 6 | 0 |

*The Times and Places of the Herring Fiſhings.*

To get unto the coaſt of Sheteland by the beginning of June, when the herrings do riſe about Crane Head, which is the headland or outmoſt part of Bratio † Sownde, within two leagues, ſometimes more, where the herrings doe abide about 14 dayes.

From thence to Farry ‡ Iſland, which is within 7 leagues to the ſouthward of Sheteland, where the herring continue about three weeks round about that Farry Iſland.

From thence to Buffin Neſſe §, being about 30 leagues to the ſouthward of Farry Iſland, the fiſhing places called Buffin Deepes, and is 20 leagues to the northward of the Frythe ||, where the herring abide about 14 dayes, and 14 dayes more on the fiſhing grounds under Chivet hils, and Chivet chace. ¶

Thence they follow them to the Doggerbancke, where they ſtay ſometimes a moneth, and ſometimes ſix weekes, and then about the beginning of September they come into the Yarmouth ſeas, where they continue untill the middle of November, and from thence they fall to the ſouthward, being followed with ſmall fiſher-boats, but dangerous for the buſſes to follow them.

There is alſo good fiſhing in the loughes, at the iſland of the Lewes, very commodious and profitable to thoſe inhabitants, but not ſo for the buſſes.

Alſo on the coaſt of the Iſle of Man, is great appearance of herring, which is moſt proper for thoſe of Leverpoole, but unprofitable for buſſes to bee ſent from other farre remote ports.

*The ſeveral Sorts of Herrings, and Times of packing them.*

There are barrels of herrings called ſea-ſticks **; and there are barrels called re-packed herrings.

The ſea-ſticks are all the fiſhing ſeaſon as they come from ſea,

* *I here doe reckon but* 400 *barrels, and not* 470, *as is mentioned in the calculate of the ſalt, becauſe the* 70 *overplus is given in for waſte, in making freſh pickle.*

† Bratio *Swonde*—Braſſa *Sound.*

‡ Farrie *Iſland*—Fair *Iſland.*

§ *Buffin Neſs*—Buchanneſs *in Aberdeenſhire.*

|| *Frythe—the* Firth *of* Forth.

¶ *Chivet Hills—Near Berwick.*

** Sea-ſticks *are herrings only once packed.*

which

which containe betweene 500 and 600 herring as they ſhall riſe in bigneſſe, which being repact on ſhore, 17 barrels will make but 12 repact barrels, for the manner is to take out the herring, waſhing them in their owne pickle, and ſo lay them orderly in a freſh barrel, which have no ſalt put to them, but trodden downe as cloſe as may be, and ſo headed up.

The ſummer herring, which are taken from June to the 15th of July, are ſold away in ſea-ſticks, to bee ſpent preſently in regard of their fatneſſe, and will not endure re-packing, and ſo goe one with another full and ſhotten; but the re-pact herrings are ſorted, the full herrings by themſelves packed, and the ſhotten and ſick herring in barrels by themſelves, marking the barrels diſtinctly.

There are alſo a ſort of herrings called crux-herrings, beginning the 14th of September, being the day noted *exal. crucis*; theſe herrings are made with ſalt upon ſalt, and are carefully ſorted out (all full herring) and uſed in the re-packing, as beforementioned, and can pack but 10 barrels a day.

The corved herrings, which are to make red herrings, are thoſe that are taken in the Yarmouth ſeas, provided that they can bee carried on ſhore within two or three days after they be taken, otherwiſe they muſt be pickled.

The corved herrings are never gipped, but rowed in ſalt, for the better preſervation of them till they can be brought aſhore; and if any be preſerved for to make red herrings, they are waſhed out of the pickle before they be hanged up in the red-herring houſes.

### *Obſervations in the Fiſhings at Sea.*

In the evening they caſt out their nets, and ſo drive all night, and in the morning they get them in againe, and gip, ſalt, and packe all the herrings before they ſet on the kettle.

And if ſo be they get not herrings, then they ſayle up and downe all that day, untill they find a hopeful place to take herring, and at the break of day hale in their nets.

All the day the buſſe rides by the anchor whilſt the nets are aboard, and if foul weather, then doe they put out all their cables at length, and ſo procure the buſſes eaſier riding and more ſafety.

### *The Diſpoſal of the Men and Youths in the laying out of their Nets, and haling them in againe.*

Firſt, one net is caſt overboord, and ſo the buſſe driving away, the one drawes the reſt after it, and when as all the 56 nets are out, the buſſe rides by the way-rope, every net hath one rope called a ſeyzon, whereby it hangs on the way-rope, which lets downe the net eight fathomes deepe into the ſea; to every ſeyzon belongs a buye, which is faſtned to the way-rope, and four whole herring barrels to the whole fleet of nets, whereby the better to find out the nets, in caſe they ſhould be broken off and loſt at any

any time through ſtormes; or by accident with ſome ſhips rudders comming over, may break them.*

*The Imployment of the Men in their Offices, when the Nets are to be haled up.*

There is ſix men at the capſten, then the firſt ſeyzon, comming in the hawſe way; one man doth ſtand there and looſen it from the way-rope, and hee gives it to another man that brings the net therewith to the laſt way, where they hale in the net, and there are two men ſtanding that pull in the net, then there are three men more that ſhake the herrings out of the net into the well, and one man takes the net from them and ſtowes it. There is one man with a chop-ſtieke, catching cods for the kettle, and the maſter he ſtands in the chaine waels with the ladnet, to ſave the herrings that drop out of the nets; in haling them in, there is one boy to hold on the way-rope, at the capſten, and one boy to coyle it, and ſtowe it from the capſten.

*When the Nets are haled in with Herrings.*

One man takes the herrings out of the well with the ladnet, and fills the gippers baſkets

Nine gippers which cut their throats, and takes out the guts, and fling the full herrings into one baſket, and the ſhotten herrings into another.

One man takes the full baſkets, when they are gipt, and carries them to the rower backe, wherein is ſalt.

One boy doth row and ſtirre them up and downe in the ſalt.

One boy takes the rowed herring, and carries them in baſkets to the packers.

Foure men pack the herrings into the barrels, and lay them one by one ſtraite and even.

One man when the barrel is full, takes the ſame from the packer, and it ſtands one day open to ſettle, and that the ſalt may melt and diſſolve to pickle, and then fills them up, and heads up the barrels.

*Nota*, The maſter is to view and approve every barrel before it bee headed up, that it may be found merchantable; or in default thereof, the maſter is to make allowance accordingly.

For making of the pickle, the obſervation is, that it muſt be ſo ſtrong as that a herring will ſwim in it, and then it doth ſo pine and overcome the nature of the herring, that it makes it ſtiffe, and preſerves it; otherwiſe, if the pickle bee weaker then the nature of the herring, it will overcome the ſtrength of the pickle, and ſo the herring will decay.

* *The Flemming is ſo carefull, that they ſuffer no ſhip to go out before the rudder be viewed by ſworn men, that their rudders will not take the ropes.*

*The*

*The Imployment of the Fiſhermen and Marriners, whilſt they be in Harbor, and till they come to their Fiſhings outwards bound.*

They are to rigge and fit the buſſe, and to ſtow the ſalte and beere, which is inſtead of the ballaſt; they are to take in the caſke and victualling, and other proviſions.

They are to take in the nets with the net-ropes, way-ropes, boyes, and all things thereto belonging; and having them aboard, they are to bring the nets to their ropes, and noſſel, and corke them, and make them in all reſpects fit, and in a readineſſe againſt they come to the fiſhing grounds.

*Homewards bownd.*

They are to waſh out their nets, and take out the noſſels and ſeyzons, and corckes, preſerving them all they can in a profitable way.

And to unlade and rowle into the ſtorehouſe all their herrings, well conditioned in the chines and hoopes.

And having unladen and cleanſed the buſſe, and made the roomes fit, they are preſently to take into her againe 56 freſh nets, and the like quantity of ſalte, and caſke, and other proviſions, and make all expedition to the fiſhing againe, receiving their wages and allowances according to the orders which are hereafter expreſſed.

*Each Gipper muſt have*

A paire of tanned leather ſleeves will coſt 18d.
A paire of bootes will coſt 7s.
A paire of boot-britches will coſt 4s.
A barme-ſkin or apron will coſt 3s. 4d.
And ſixe gipping-knives a man will coſt 18d. *

*The Plantation for a Fiſhing, where, and how.*

In that part of the river or ſea-towne, where theſe accommodations may be had, viz.

A good wharfe to build ſtore-houſes upon, where the buſſe may come cloſe to the ſtore-houſe, and ſo both lade and unlade with eaſier charge, and quicker diſpatch.

Alſo where there may be made an arſinall or docke to harbor up the buſſes, and there to plant willowes † to make hoops for the caſke, and reede for the buſſes.

To have ground for the twine-ſpinners and rope-makers to worke in, and to lay up ſea-coales and tanning-barke for to tanne the nets with; alſo to lay up Norway ſhort wood for the buſſes firing, for dreſſing their victuals.

The ſtore-houſes to be built with the lower-ſtory open for the

* *The gipper is to pay for theſe out of his wages.*

† *The willow hoop is beſt for preſervation of the pickle, for that the ſalt water will not rot it as it doth the other; for the pickle running out, the herrings ſpoyle.*

better

better rowling in and packing of the herrings, and laying up the proviſions of ſalt, with a large yard in the middle, for the coopers, to make and trim the caſke. Alſo a convenient place to ſet up a large copper to tan the nets, * to be of that ſufficient bigneſſe, that it may tan a whole fleet of 56 nets at once. And there muſt be ground adjoyning to put in ſtakes for the drying of the nets as they are drawne out of the tanne fat, and hung abroad on thoſe ſtakes, which is done with much eaſe and celerity by one man, and with leſſe damage to the net then any other way; in the ſecond ſtory, the nets, deepings and twine to be ſafely kept, and there to be wrought by the beeteſters; and in the upper ſtory, to have the cables and ropes houſed and coyled, and the ſayles and other proviſions laid up.

*The Proviſions to be made aforchand for furniſhing the Magazine.*

The beſt rine and ruſband are theſe; hempe brought in by the eaſtland merchants from the parts of Lieffeland and Pruſia.

Pitch and tarre from the Balticke ſeas and Norway.

Barrels, boards, and willow hoopes, from Hambourgh and thoſe parts.

Deale-boards, maſts and ſparres, from Norway, and fire-wood.

Lixboan ſalt, and ſalt upon ſalt made in England.

Normandy canvas for ſayles, and Ipſwich canvas.

Peaſe and oatemeale.

Butter and cheeſe.

Bacon in gammons.

Aquavitæ and vineger.

Gipping-knives and chop-ſticks, adzes and other tooles.

Leather for the gippers.

Barke of aſhen trees for tanning the nets.

Seacoales for heating the copper for tanning.

Corke and roſen from Burdeaux.

Candles and other chandlery wares.

To have a good quantity of deepings or quarter nets always in readineſſe, for to new the nets at the return of the buſſes.

And all the twine that can be gotten of the ſummer ſpinning, which is then beſt made both for ſpinning and drying.

The aforeſaid proviſions being made in dew ſeaſons, will not onely prove very profitable unto the fiſhing ſtock, but likewiſe to whoſoever ſhall be pleaſed to lay out his money in all or any of the ſaid proviſions, that ſo the fiſhers may be readily ſupplyed at their returne, the want whereof hath beene the chiefeſt cauſe of the ill ſucceſſe that hath accrewed unto thoſe former undertakers.

* *Which will be done with as few coales as a copper that will hold but half the nets.*

Some queries having been ſent to the Braſſa Sound correſpondent, for a further explanation in certain ambiguous paſſages, his anſwer is as follows:

"In anſwer to your queries reſpecting the herring fiſhing, pleaſe know, that the two apartments on the veſſel's deck, like two meal-garnels, are temporary for throwing the herrings into, to keep them from among the mens feet, and for giving the men room to do what is neceſſary about the nets and veſſel, without injuring the fiſh.

The method they uſe in cleaning the herrings is by cutting out a bit of the throat, or what is called the gip, with which the gills come out, and at which the gippers are exceeding quick and dextrous. They then rouſe or drizzle them in a tub among ſalt, and then ſalt them in barrels; and after they have laid a ſufficient time, they repack them in the caſks in which they are ſent to market. This I hope will ſatisfy you in theſe particulars."

# NATIONAL IMPROVEMENTS RECOMMENDED, PARTICULALY IN THE HIGHLANDS.

## OF INLAND NAVIGATION.

HITHERTO the inhabitants of the Highlands, unable to avail themſelves of the bounty which their ſeas afford, have lived in penury, amidſt the ſources of affluence; I ſhall therefore ſpecify ſuch meaſures as ſeem moſt conducive to the purpoſes of general utility, in the full eſtabliſhment of a populous thriving colony.

The firſt object which preſents itſelf is the opening ſhorter communications between the Atlantic and the Britiſh Sea; the advantages of which are ſo obvious, that they may be conſidered as the groundwork of all ſucceeding improvements, not only in the Highlands, but over Scotland in general.

That nation admits of three artificial navigations:

1. The Southern navigation, between the Forth and the Clyde.

2. The Weſtern navigation, between Lochfine and the Atlantic.

3. The Northern navigation, between Fort William and Inverneſs.

*Navigation*

*Navigation between the Forth and the Clyde.*

Scotland is almoſt divided into two parts by the rivers Forth and Clyde. The Forth falls into the eaſt ſea below Edinburgh, and has an eaſy communication with the whole eaſtern coaſt of Great Britain; with France, Oſtend, Holland, Hamburgh, Pruſſia, Dantzic, Ruſſia, Sweden, Denmark, Norway, and Greenland. The Clyde falls into the Atlantic ocean below Glaſgow, and communicates with the weſtern coaſt of Great Britain; with Ireland, the ſouth of France, Portugal, Spain, the Mediterranean, America, and the Weſt Indies. Theſe two rivers, thus falling in oppoſite directions into the two ſeas, which environ our iſland, and the neck of land between them amounting ſcarcely to twenty-four miles, gave riſe to the idea of a junction, ſo as to open a communication acroſs the kingdom, and thereby cut off the long, dangerous navigation by the Land's End, and the Pentland Firth.

An object of ſuch general utility did not eſcape the notice of Charles II. who, amidſt all his gallantries, was the great promoter of every deſign which had the ſucceſs of trade and navigation in view. That monarch propoſed to open a paſſage for tranſports, and ſmall ſhips of war, at the expence of 500,000 l. a ſum far beyond the abilities of his reign; and the deſign was conſequently laid aſide. The affairs of the continent engaged the attention of ſucceeding princes, till the beginning of the preſent reign; when the earl of Chatham, endued with all the penetration and magnanimity of an able ſtateſman, propoſed to carry the deſign immediately into execution, at the public expence, on a ſmaller ſcale than the original deſign, but ſtill ſufficient to admit veſſels of burden. Unfortunately, the reſignation of that great man, among other cauſes, loſt to theſe kingdoms the only opportunity which Nature preſented

ſented, for giving ſecurity and expedition to the Britiſh navigation in the northern ſeas.

The buſineſs thus abandoned a ſecond time by the ſtate, was now taken up by individuals, ſome of whom were ſuſpected of private views inimicable to the general welfare of the community; and, from this time forward, we are to conſider this great work ſacrificed to the hopes of gain, of influence, and to jobbing: firſt, in reſpect to the direction of the canal, and ſecondly, to its dimenſions. Nature had pointed out * Borrowſtounneſs on the Forth, and Dalmure Burn-Foot, ſix miles below Glaſgow on the Clyde, as the two extremities of this inland navigation; but ſuch was the force of influence, that, inſtead of opening the eaſt end of the canal at Borrowſtounneſs, where there is water, at neap tides, for ſhips of 200 or 300 tons burden, and ſafe lying, it was begun upon the river Carron, at the diſtance of a mile from its junction with the Forth, and four miles above Borrowſtounneſs, where veſſels of burden could not float at neap tides; beſides the delay and inconveniencies in navigating the Forth, and the mouth of the Carron, from floods and contrary winds; alſo a circuitous navigation of at leaſt two miles.

The depth of water, and dimenſions of the canal, came next under conſideration, and gave riſe to much controverſy, between the inhabitants of the eaſt country on the one part, and a conſiderable number of the citizens of Glaſgow on the other. When we conſider that the ſpace to be cut did not, with all its windings, exceed 30 or 32 miles, and that this ſhort navigation would at once open a communication between the two ſeas and all the countries lying upon thoſe ſeas, common reaſon pointed out the propriety of the greateſt depth of water that the nature of the

* Borrowſtounneſs is, next to Leith, the principal trading town on the Forth; Dalmure is a ſmall village on the Clyde, waſhed by a rivulet called Dalmure Burn; at the junction of which with the Clyde the canal is to be carried.

country

country would admit. This was the deſire of the nation in general; and it would have been the intereſt of Ireland, London, Briſtol, Liverpool, and other towns in England, to have ſubſcribed towards a deſign in which their commerce, eſpecially in time of war, was materially intereſted.

This circumſtance was however neglected by the merchants; and thoſe of the Scottiſh nation, who were friends to a deep canal, ſeeing themſelves overpowered by their opponents, ſubmitted reluctantly to an imperfect navigation. Mr. Smeaton, an able engineer from Yorkſhire, had eſtimated the expence of 4, 7, 10, and 14 feet water *. Certain merchants of Glaſgow adopted the ſcale of 4 feet, which, though ſufficient for the trade of that city, would ſcarcely have anſwered any valuable purpoſe to the nation in general; and it was ſurmiſed, no doubt invidiouſly, that thoſe perſons never meant that the canal ſhould join the Clyde. While a bill for cutting the propoſed ditch of 4 feet water was before parliament, and on the brink of being paſſed, the eaſt country gentlemen and traders took the alarm, objected to the trifling deſign, and, fortunately for the public, obtained a bill extending the depth of water to 7 feet †. It now became

* Having aſked Mr. Smeaton, if a canal of 14 feet was practicable between thoſe rivers, he anſwered in the affirmative; adding, that with ſufficient funds, he could carry a canal over hills or under them, of any depth. Another engineer declares that 15 feet deep was very practicable.

Canals in Germany, and the Low Countries, have frequently 20 feet water; a ſufficient depth for the largeſt merchantmen. They were made, not at the expence of individuals, but by the reſpective ſtates of thoſe countries, who alone ſhould undertake ſuch great works.

† I have been well informed, that the eſtabliſhment of this navigation, inſtead of a very ſmall one for lighters to Glaſgow, was chiefly owing to the unwearied endeavours of Mr. Chambers, merchant in Edinburgh, a perſon of extenſive commercial knowledge, and great public ſpirit. He, and other perſons of knowledge in trade and navigation, inſiſted long and ſtrenuouſly for 9 feet water, ſo as to admit veſſels of good burden to paſs through without delay, or unloading

became neceſſary to open a ſubſcription to the amount of 150,000l. which was ſoon filled; and about 130,000 l. was actually paid.

Mr. Smeaton began the arduous work in 1768; overcame almoſt inſurmountable difficulties, till he had got to the extent of 9 miles, when, on account of ſome miſunderſtanding with the managers of the canal, he reſigned that buſineſs.

Two ſtrangers from Yorkſhire ſoon preſented themſelves, and with ſuch plauſibility of ſpeech, that they were immediately engaged to carry on the work. When theſe men had completed about 9 or 10 miles, they were diſcharged, and Mr. Smeaton was again employed.

The work was now conducted upon the original principles, till it came within ſight of the river Kelvin, and ſix miles from the propoſed junction with the Clyde; when the ſubſcription, and a ſubſequent loan, being exhauſted, beyond which the proprietors were unwilling to proceed, the work was ſtopped in 1775, and hath ever ſince remained in *ſtatu quo*. The inhabitants of Glaſgow, however, by means of a collateral branch, nearly 3 miles in length, have opened a navigable communication from that city to the Forth, and thus the emporium of the north communicates with both ſides of the iſland.

After the experience of ſeveral years, the navigation by the Carron was found ſo inconvenient, that a new ſubſcription was propoſed, for opening a com-

loading their cargoes at either end, knowing the great advantages thereof to trade; and the convention of the royal boroughs highly approved of their plan. They propoſed alſo, that the expence, which, by Mr. Smeaton's eſtimates was only about 200,000l. ſhould be defrayed by the public, and with no more toll than what might be requiſite to keep the works in repair; and there was not a doubt but ſuch aids would have been obtained, from the forfeited eſtates, and by lotteries.

muni-

munication from Borrowſtounneſs to join the canal near Falkirk; and in 1784, a bill was obtained in parliament for that purpoſe.

This work, when finiſhed, will affect the Carron navigation, though every poſſible effort hath been made to ſhorten that paſſage. Some years ago, a cut was made near the mouth of the river, to cut off a bend or reach; and, in 1784, the proprietor of the adjoining lands put himſelf to the expence of a ſecond cut, by which the Carron river is now totally avoided. It is a mile in length, and navigable for veſſels of large burden. Had this cut been made at the firſt ſetting out, there would have been no rivalſhip from Borrowſtounneſs; but the whole buſineſs hath been a ſeries of blunders and unneceſſary expence, in which the public ſpirited proprietors are equally involved with thoſe, whoſe ſelfiſh views hath proved ſo detrimental to the whole deſign in all its ſtages. The expenditure, down to 1783, amounts to 212,000l. No dividend hath yet been made, or can be made, until the debts ſhall be diſcharged, when it may be ſuppoſed, that the total expenditure will be increaſed to 220,000l. or 11,000l. per annum, while the tonnage, at a medium of years, doth not amount to 7000l. About 6 miles, and thoſe the moſt difficult in the whole tract, remain to be finiſhed; for which government hath allowed 50,000 l. from the forfeited eſtates. If to theſe ſums we add the Borrowſtounneſs expenditure, and the two ſubſequent cuts at the mouth of the Carron, this canal will coſt 300,000l. or upwards, previous to the firſt dividend; while, at the ſame time, the tonnage is rated ſo high, that veſſels carrying bulky goods, ſometimes prefer the long paſſage by the Pentland Firth.

The dimenſions of this canal, though greatly contracted from the original deſigns, are much ſuperior to any work of the ſame nature in South Britain. The

Engliſh canals are generally from 3 to 5 feet deep, 20 to 40 feet wide, and the lock-gates from 10 to 12 feet; but they anſwer the purpoſe of inland carriage, from one town to another, for which alone they were deſigned. The depth of the canal, between the Forth and Clyde, is 7 feet; its breadth, at the ſurface, 56 feet; the locks are 75 feet long, and their gates 20 feet wide. It is raiſed from the Carron by 20 locks in a tract of 10 miles, to the amazing height of 155 feet above the medium full ſea mark. At the 20th lock begins the canal of partition, on the ſummit between the eaſt and weſt ſeas, and which canal of partition continues 18 miles on a level, terminating at Hamilton-hill, a mile north-weſt from the Clyde at Glaſgow *. In ſome places, the canal is carried through moſſy ground; in other places, through ſolid rock. In the fourth mile of the canal there are 10 locks, and a fine aqueduct bridge, which croſſes the great road leading from Edinburgh to Glaſgow. The expence of this mile amounted to 18,000l. At Kirkintulloch, the canal is carried over the water of Logie on an aqueduct bridge, whoſe arch is 90 feet broad; which arch was thrown over in 3 different ſtretches, of 30 feet each, having only 30 feet of a center, which was ſhifted on ſmall rollers from one ſtretch to another. Though this was a thing new, and never attempted before with an arch of this ſize; yet the joinings are as fairly equal as any other part

* From this termination of the canal, there is a deſcent to the Clyde of many feet, on which account there can be no junction of theſe waters at an expence leſs than 20,000 or 30,000l. though the diſtance doth not exceed a mile. Should that city recover itſelf from the loſſes ſuſtained by the American war, and the revolt of thoſe provinces, it is probable that this junction may be effected by a new ſubſcription. With a view to this deſirable object, it might be expedient to procure an eſtimate of the expence from Mr. Smeaton during his abode in that country, ſuperintending the main navigation. The depth of the Clyde at Glaſgow, in ſpring tides, is from 6 to 7 feet; and in neap tides, 5 feet.

of

of the arch. The whole is thought to be a capital piece of maſonry. There are in the whole 18 draw-bridges, and 15 aqueduct bridges of note, beſides ſmall ones, and tunnels.

The ſupplying the canal with water was of itſelf a very great work. One reſervoir is above 24 feet deep, and covers a ſurface of 50 acres, near Kilſyth. Another, about 7 miles north of Glaſgow, conſiſts of 70 acres, and is banked up at the ſluice, 22 feet deep.

Upon the whole, this canal, when finiſhed, will be one of the greateſt works in Britain, ſince the time of the Romans. There are 20 locks already finiſhed; the remaining 6 miles will require 19; but the moſt expenſive work will be to carry the canal over Kelvin river, a conſiderable body of water, which, in wet weather carries all before it. The depth of the Clyde, at Dalmure Burn-Foot, in ſpring tides, is 15 feet; and, at Dunotter, half a mile below, there are 18 feet.

The proprietors are now more ſenſible than ever of their error, in not forming a cut of 10 feet water, and propoſals have been made to raiſe the banks, ſo as to obtain 8 feet; but this, though practicable, would prove an expenſive, and poſſibly, a fruitleſs attempt. Were we to ſpeculate upon the probable increaſe of trade, commerce, and wealth in that part of the kingdom 50 years hence, 100,000l. may eaſily be raiſed to deepen the canal 2 or 3 feet, being a more effectual improvement than raiſing the banks; and, with that idea in view, I aſked Mr. Smeaton, among other queſtions, Whether the remaining 6 miles might not be conſtructed for 9 or 10 feet water? "The banks, ſaid he, can be raiſed a foot; but you have put another queſtion that requires ſome conſideration to anſwer with ſafety." If this depth can be effected, it would certainly be doing poſterity an eſſential ſervice, to put it into execution, though the extra-expence might amount to 20,000l. or 25,000l.

The canal at preſent, when clean, admits loaded veſſels of 70 or 80 tons; when completed, it will na-

vigate thoſe of 100, or upwards, built and rigged on a proper conſtruction. Ships paſſing this canal ought to be built on the ſame plan with thoſe employed by the Dutch, Hamburghers, Dantzickers, and other towns on the Baltic; that is, long and flat bottomed with lee-boards. All veſſels or lighters proper for navigating large canals, ſhould be fitted out and rigged with one maſt, either as a ſloop or galliot; having on yards aloft, they can take no wind-hold, ſo that they can eaſily paſs the canal, when a ſquare rigged ſhip could not attempt it, beſides the detriment done to the locks and banks by high rigged veſſels.

There are veſſels at preſent in the London trade, from Leith, that carry 130 tons, drawing only eight feet water, and a ſmall alteration in this model will bring them to ſeven feet; conſequently, when the canal is completed, veſſels of that burden may trade from the Clyde to the Baltic, Holland, and all parts of Great Britain, without unloading at the entrance of the canal, or any impediment whatever, except from occaſional froſts in the winter, and droughts in the ſummer, to which all inland navigations, whether natural or artificial are ſubject.

Canals, unleſs frequently cleaned, are apt to fill up in certain parts, and though the above-mentioned cut was originally ſeven feet, no veſſel drawing above ſix feet and a half can navigate on it, unleſs the practice of ſhipping in ſhallow bar harbours be adopted. As moſt veſſels draw more water in the ſtern than in the bow part of the ſhip, they are trimmed on an even keel, till they have paſſed the ſhallows, and by this method, half a foot water may be gained.

Buſſes, and other unavoidable ſharp-bottomed veſſels belonging to the Clyde, may alſo paſs the canal by means of lighters, the expence of which cannot be great, nor would any additional tonnage be charged.

Upon the whole, this canal, even in its contracted ſtate, will exceed the moſt ſanguine hopes of the public, in general utility. The diſtance between the entrance into the Clyde and the Forth, is, by the Pentland Firth 600 miles; by the canal, ſcarcely 100. But this diſproportion of diſtance in a ſea voyage is trifling, when compared with the delays, the ſhip-wrecks, the poſitive and caſual expences attending a paſſage by the Hebrides and the Pentland Firth, or even by Land's End, particularly in time of war, when inſurance run from 15 to 20 per cent. while, by means of the inland navigation, it ſeldom exceeds 5 per cent.

Reſpecting the Weſt Highlands; the utility of a ſhort paſſage between that country and the Eaſtern ſeas, need ſcarcely be mentioned. Hitherto the navigation of the Highlands, and the petty traffic of the inhabitants, have not extended beyond the limits of Glaſgow, which was carried on by means of the Clyde; but when the remaining 6 miles ſhall be completed, a new world will open to their view; the ſcene of action will be extended; veſſels of a larger and better conſtruction will be gradually introduced; the natives will not only take and cure all the various fiſhes which frequent their ſeas, but alſo embark upon diſtant voyages, as occaſions may require, for a market. Thoſe people who have hitherto been excluded from foreign intercourſe with mankind, who have been left to prowl amidſt their boiſterous ſhores, at home, will now begin to trade with the various ports of Scotland; with London, Holland, and the Baltic, where the excellency of their herrings will generally command a ready ſale.

The benefits to Glaſgow and its neighbourhood, from the canal in its preſent ſtate, almoſt exceed credibility, of which the annual tonnage to and from that city, of 6 or 7000 *l.* is a ſtrong proof. During the ſcarcity of 1782-83, the quantity of grain conveyed thither from England, Germany, and Dantzic by means of the canal, prevented a real famine,

famine, and ſaved the lives of thouſands in that populous country. By this communication alſo, the trade between Glaſgow and London, at all times conſiderable, is carried on with great eaſe and facility, much to the ſatisfaction of the parties concerned, in thoſe commercial cities.

The ſame benefits will extend to the populous towns of Paiſly, Greenock, Port Glaſgow, and the whole Weſtern diviſion of Scotland, when this work ſhall be completed. The inhabitants of both ſides of the kingdom, hitherto eſtranged to one another, will drop their local prejudices, and become as they ought to be, one people, trafficking and bartering with each other, for their mutual advantage.

2. *Navigation between the Atlantic and Lochfine.*

TO render the ſouthern navigation ſtill more complete, it will be neceſſary to ſhorten the paſſage from the Atlantic to the Clyde; or, in other words, from the Hebrides and Weſt Highlands, to Glaſgow, Greenock, and other trading towns on that celebrated river. The navigation of the Highlands being greatly lengthened by head lands and other obſtacles, which muſt be carefully avoided, we cannot eſtimate the voyage from Cape Wrath to Glaſgow at leſs than 400 miles, or 800 miles outward and homeward. This is a bold undertaking for little open boats, badly conſtructed, and ſtill worſe provided; and if, to the great diſtance, we conſider the almoſt inceſſant gales, the numerous iſlands, lee-ſhores, rocks, ſands, and currents, attending theſe voyages, we may pronounce them not only long and tedious, but extremely hazardous to the poor natives, whoſe neceſſities compel them to ſuch deſperate attempts. Nor are theſe the only difficulties which they have to encounter in their paſſage to Glaſgow. The wind which favoured their voyage to the Mull of Cantire, becomes, conſequently, adverſe after having

ing doubled that cape; they muſt then furl the ſail, and ply at the oars, through a heavy ſea, up the Firth of Clyde, ſometimes for ſeveral days, before they can reach the intended port. Having diſpoſed of their ſmall aſſortment of bark, ſkins, wool, and dried fiſh; they have, in their return, to combat the ſame round of difficulties, toil, and danger; the whole trip employing four men, from three to five weeks. This traffic, however inſignificant, is ſuſpended during the winter ſeaſon; the navigation becomes then impracticable for open boats, and the people as hath been already obſerved, are ſhut out from all intercourſe with the ſeats of induſtry, population and affluence. Such is the commerce and navigation of a people inhabiting the richeſt, and moſt improveable ſhores in the Britiſh dominions.

The herring fiſhery, though an object of great importance, not only to that country, but to the Weſt-Indies, and other dependencies abroad, labours under the ſame difficulties in theſe weſtern ſeas. We have obſerved, that the buſſes fitted out from the ports of the Clyde, muſt, in their outward and homeward voyages, ſteer round the Mull of Cantire; and, as all the hopes of the adventurers depend on a ſpeedy fiſhery, and a quick ſale, nothing can prove more diſcouraging to that national ſtaple, than the hazard, the delay, the expence, and the uncertainty of this circumnavigation.

In a dark, tempeſtuous night of January 1782, two buſſes, loaded with herrings, were wrecked, in their homeward paſſage from Loch Broom, on coming round the peninſula of Cantire. Many lives were loſt; and as the crew of every veſſel have generally a concern in the venture, ſeveral families were at once deprived of huſbands, fathers, and property. It would be endleſs to enumerate the many cataſtrophes which befall theſe induſtrious people, in navigating thoſe narrow ſeas, during the winter hurricanes. The melancholy tales of widows

and

and fatherleſs children have too long paſſed unregarded, as matters of trivial moment; and mankind, generally buſied in ſelfiſh purſuits, have never deigned to carry the tidings to a quarter which feels for diſtreſs, and is ever diſpoſed to relieve it.

Another inconvenience attending this navigation remains to be mentioned. It hath already been obſerved, that though the arrival of the herrings be certain, yet the particular lake or bay of their rendezvous remains doubtful, until diſcovered by the fowls which attend the ſhoals. Sometimes the herrings are diſcovered in Lochfine, and other lochs on this ſide of Cantire; at other times, in Loch Broom, or amidſt the Hebride iſlands, on the other ſide. In either caſe, the people of the one ſide muſt ſail round that peninſula, before they can avail themſelves of the fiſhery on the oppoſite ſide, and every boat, however ſmall, muſt make a circuit of more than 100 miles, before ſhe arrives at ſhores which lie parallel to the place from whence ſhe ſet out. Therefore, when all theſe circumſtances are combined, and duly conſidered, the expediency of a ſhorter navigation between the Atlantic and the Clyde, muſt appear obvious to every obſerver. It is a matter not only of national utility, but of moral obligation. It touches the feelings of humanity, and calls loudly for immediate redreſs.

A ſtranger from China, France, or Holland, would imagine that a work of ſuch importance to a commercial nation, preſented difficulties in the execution, which could not be removed at a leſs expence than ſeveral millions ſterling; but, how great would his ſurprize be, when informed, that nature had almoſt completed the buſineſs, leaving only an iſthmus of five miles between the two ſeas; that the ſurface was almoſt level, and that the expence of joining theſe waters upon a large ſcale, would amount to no more than 60,000l!

A notion

A notion had long prevailed in Scotland, that a cut might be made between Lochfine and the Atlantic, at a village called Tarbet, on the peninſula of Cantire, where the neck of land between thoſe waters is only a mile in length. With a view to examine into the practicability of ſuch a work, I ſailed, many years ago, from Greenock to the Tarbet*; but perceiving that this place did not fully anſwer my expectations, I hired a boat to Loch Gilp, 14 miles northward, where, though till then unnoticed, nature ſeemed to invite the public attention, and by which above 20 miles of the circuitous navigation would be ſaved, more than by a cut at the Tarbet.

Being fully convinced of the great utility of the work, the facility with which it might be completed, and the preference to the propoſed canal at the Tarbet, I ventured to broach the ſubject in public, and to explain the eſſential difference between theſe two ſituations. A ſurvey having ſince been made of both places, by authority, and being favoured with a peruſal of the report, I repaired thither in 1784, and again went over the grounds, with a more than ordinary attention to every object worthy of notice by land and water; from which, as well as former obſervations, I am enabled to communicate the following particulars, moſt of which are omitted in the report.

Loch Gilp Sept. 1784. A ſtorm of wind and rain, affords an opportunity of obſerving the ſecurity of this loch in all kinds of weather. The Glaſgow packet of 18 tons, rides with very little rolling at the diſtance of half a mile on the eaſt ſide of the channel. Wind S. W. good anchoring ground. A ſmall iſland lies about

* Tarbet in the Scottiſh language, ſignifies an iſthmus, or narrow tract of land between two waters. This term is moſt frequent in the Highlands, where in ſome places two or more lakes are nearly united.

a mile

a mile from the head of the loch, where there is ſafe riding, and from 6 to 8 fathom water. After paſſing that iſland there is deep water to Greenock at the diſtance of above 30 miles, and no hidden rocks or impediments to navigation whatever. * No winds can hurt a veſſel in this loch, providing ſhe hath good anchors and cables, nor have there been any inſtances of veſſels being wrecked here within the memory of man. Any danger to be apprehended is from eaſterly winds. The loch ebbs about half a mile from its head, where it begins to deepen. If a canal ſhall be made at this place, one wind, without any variation, † will carry a veſſel from Cape Wrath to Greenock, Campbeltown, the ſhire of Air, and all the towns on the Clyde, where buſſes are fitted out for the fiſheries. The packet ſails ſometimes from Loch Gilp to Greenock in 6 hours. By the Mull of Cantire, ſhe would take upon an average, a whole week, owing to contrary winds; beſides the dangers and accidents of this navigation from ſtorms, and in time of war from privateers, which ſwarm in that narrow paſs, while the frigate ſtationed in thoſe ſeas, lies ſnug in Belfaſt Loch, Campbeltown Bay, or Loch Ryan.

Having finiſhed my obſervations at Loch Gilp, I ſet out with an intelligent perſon of that neighbourhood for Loch Crinan, on the weſt ſide of the peninſula. "The ground riſes almoſt imperceptibly to the height of 18 feet above the ſea, and the whole is compoſed of the moſt favourable ſoil, neither too hard nor too ſoft. It is properly a level valley,

* In this paſſage there are many ſafe bays and creeks, where veſſels may take ſhelter in bad weather, without going out of their courſe, as eaſt Loch Tarbet, the Kyles of Bute, Loch Nidan, Loch Strevan, Rothſay Harbour, Helle Loch, and Loch Long, all of them having ſufficient water for the largeſt ſhips, the ground clean, and no rocks except at the Tarbet.

† There is a bend at the Kyles of Bute, but ſo very ſhort, that in leſs than an hour a veſſel may get through it by the aſſiſtance of the tide.

partly plowed and partly in graſs, environed by hills on the north and ſouth. Nearly at the center of the valley a rivulet divides itſelf, by falling into two oppoſite directions; one part runs eaſt into Loch Gilp, and the other part into Loch Crinan on the weſt. This is properly the point of partition. The rivulet is ſupplied by numerous rills from the high grounds on each ſide, a moſt favourable circumſtance for the purpoſes of a canal.

The deſcent on the weſt ſide is more perceptible than the former, and here the mountains approach near to each other, but there is ſufficient room for a canal, and a good public road. Loch Crinan now appears. It is an extenſive body of water, and ebbs half a mile or more from its head.

The views are magnificent, and to a perſon unacquainted with maritime affairs, the bay appears to be land-locked by hills riſing on every ſide; the whole forming a fine natural amphitheatre.

I ſurveyed a creek on the ſouth ſide, ſaid to have water for ſhips of the line, a fine bottom, and to be perfectly ſecured from all winds. Mr. M'Kenzie's report, though not favourable to this loch, is however, to be relied upon, in preference to all other accounts "Loch Crinan being open to the "weſt is not ſufficiently ſheltered for veſſels in the "winter time, nor is it ſafe to ride long in it at "any time of the year. The ground, however, is "clean, and in ſome parts very good; and it may "be convenient on ſome occaſions to run for this "bay, when the wind or tide is contrary, and a veſſel "bound to the northward, cannot get to Carſeg, or "to the ſmall iſlands of Jura, where there is better "ſhelter. The beſt anchorage is between Ilan "Daveyn, and the rock which is always above "water, that lies about a quarter of a mile eaſt-"ward of it. In moderate weather, a ſhip may "ſtop any where northward of Ilan Daveyn, about "two cables length from the iſland."

We

We ſhall only obſerve further on this head, that the propoſed canal would open a paſſage immediately from the Clyde to the Atlantic, the Hebrides, the whole region of the weſt Highlands, and the great Loch Linnhe; whence, as ſhall be mentioned hereafter, a communication may be opened to Inverneſs, the Murray Firth, and the eaſtern coaſt of the kingdom. It would alſo ſhorten the paſſage from Clyde to the Orkney iſlands, to the early herring fiſheries on the coaſt of Shetland, and all thoſe channels and ſeas which are the great receptacles of herrings, white-fiſh, ſeals, and whales.

Thus the cutting 5 or 6 miles would anſwer every valuable purpoſe, in that diviſion of the kingdom, but more particularly to the Highlanders, who by finding themſelves brought nearer, by 100 miles, to Glaſgow, and its communications with other parts of the iſland, would gradually forget the grievances under which they have laboured. A voyage, which frequently takes 3 weeks, would by this eaſy paſſage, be performed in 3 or 4 days, in all ſeaſons of the year, whether in time of war or peace. By cutting off the peninſula of Cantire, the voyage from Glaſgow to the Hebrides would be intirely inland, and thereby ſcreened in a great meaſure from the dreadful tempeſts of the Atlantic.

The expence of a canal of 10 feet water, and 14 locks, is eſtimated by Mr. Watts the engineeer at 48,405l. but as large buſſes, being ſharp bottomed, will require when full loaded, 11 feet, and as it is propoſed to admit veſſels of 120 upon the herring fiſhery, I conceive that 12 feet will be no more than ſufficient for the purpoſes of fiſheries*. But there is another object of very conſiderable importance, though hitherto unnoticed, for which a deep water

* It may be found neceſſary to carry the cut about half a mile along the ſide of Loch Gilp from its head, in order to get at once into deep water, and the ſame plan may be adopted at the Crinan, which will extend the whole to at leaſt 6 miles.

canal

canal at this place would be eſſentially uſeful. That is, the expedition, facility, and ſecurity by which troops and military baggage would be conveyed between the Highlands and the Clyde, where the troops take ſhipping for the places of their deſtination.

I am happy to hear that the expediency of this navigation is now generally admitted, and that perſons of rank have it ſeriouſly in contemplation. It would be ſtill more pleaſing, were government to undertake the execution thereof, at the public expence. Highways, inland navigations, the forming or repairing of harbours, have, in all ages and countries, Great Britain excepted, been conſidered as public works, and conſequently executed by the public. In this manner, Ireland, France, Denmark and the American ſtates, are at preſent carrying on very extenſive navigations*. England, whoſe revenue far exceeds that of Ireland, Denmark, and

* It appears by the journals of the Iriſh Houſe of Commons, that between the years 1753 and 1767, a ſum amounting to 717,944l. or 47,863l. annually was granted by the Parliament upon inland navigations and collieries, deepening rivers, cleanſing, improving, and building harbours, forming roads, building churches, hoſpitals, bridges, and other public works; beſides the grants and bounties in favour of the linen and other manufactures, to a conſiderable amount annually.

France, however, claims the honour of having nearly completed the greateſt inland navigation in modern times. It was undertaken by Lewis XIV. and the ſtates of Languedoc, to open a communication between the Atlantic and the Mediterranean; the length of the canal between Port de Cette, in the Mediterranean, and Thouloufe is 153 Engliſh miles; beſides a river navigation from Thouloufe to Bourdeaux of more than 100 miles. The whole inland navigation above 250 Engliſh miles, between the ſea ports. The perpendicular height of the point of partition is 639 Engliſh feet, above the Sea Lock. The expence 612,500l. This work is ſtill incomplete on account of ſhoals in the river Garonne, below Tholouſe, which in dry ſeaſons greatly interrupt the veſſels. The remedy by means of a canal is eſtimated at 43,750l.

The canal juſt completed in Denmark, opens a ſhort paſſage from the Britiſh ſea to the Baltic, by which a navigation of ſome hundred miles will be ſaved.

America united, leaves theſe great national objects to the local views of traders, and ſpeculators who clog the national commerce with exceſſive tonnage demands in return for the original expenditure, and annual repairs. Thus the canals in England, works which ſhould be conducted upon the boldeſt plans, are ſtinted in every particular, and executed imperfectly, of which various inſtances could be produced, now too late for any effectual remedy.

England, which for a century or upwards, hath been pretending to raiſe empires in both hemiſpheres, and to rule the ocean; whoſe drains in ſupport of theſe ſchemes would cover the road from Land's End to the Pentland Firth, with waggons loaded with ſilver†, is penurious to an extreme, where ſhe ought to be generous, like a profligate huſband who ſquanders his ſubſtance abroad amongſt ladies of eaſy virtue, to whoſe extravagance and deſpotic ſway, he is completely reſigned; while at home, he is both niggardly and unjuſt.

Every Engliſhman who hath ſtudied the hiſtory of his country, will coincide with this repreſentation of the national policy, ſince the revolution. And it ſhould be the endeavour of the public, to put matters into a contrary direction. National munificence, extended to national purpoſes, and particularly commerce, navigation, and fiſheries, may be conſidered as making proviſion for poſterity, beſides the immediate benefit flowing therefrom to the preſent age.

Of

† Several years ago, a calculation was made of the extent of road, which the then national debt of 75,000,000l. would cover, ſuppoſing each waggon to contain a quantity of ſilver ſufficient for ſix horſes to draw, and that the waggons ſhould keep cloſe to one another; when it appeared that the national debt, were it realized in ſilver, would cover the road from London to York, and 20 miles further, being 210 miles. The diſtance from Land's End

Of this nature are the objects principally recommended in these sheets; the improvement of the Highlands and the fisheries of that country, to which the proposed canal will be the key-stone.

I apprehend that many persons, some influenced by a disinterested patriotic zeal, and others by less honourable motives, will propose to execute this work by means of a subscription, to be refunded, agreeable to the usual method, by tonnage dues upon such craft as shall navigate the same. To prevent those persons, and the public, from being deceived, it is necessary that the matter be stated in its true light. When a canal is proposed to be executed upon this plan, the parties concerned have at least a strong probability, if not an absolute certainty, of being repaid at the rate of 5 to 7 ½, or 10 per cent. annually. At present, the public funds produce 5 per cent. or upwards, without any trouble whatever; which is equal to 7 ½ per cent. upon a given sum expended in the manner now proposed, supposing that the canal had a *probability* in its favour, of producing that amount. The lowest expence of the proposed canal, 12 feet deep, with 14 locks, will amount to 60,000 l. The tonnage to be raised on that capital to pay 7 ½ per cent, will be 4,500 l. annually, besides repairs, collecting the dues, and contingent expences, which may be stated at 500 l. annually; the whole, 5000 l. We are next to consider whether the tonnage of the canal will afford that annual sum.

The navigation in question is not general, but provincial; calculated chiefly for the benefit of a considerable body of indigent people, who, by means of this canal, and other public assistance, may be brought into the line of action; and, in process of

End to the northern extremity of Scotland, by the shortest road, may be 700 miles, and the expenditures of England in foreign parts, within these last 100 years, amount to 400,000,000 l. At home, during that period, she hath expended upon inland navigation, ol. os. od.

time, be able to procure a comfortable ſubſiſtence. Secondly, to facilitate the fiſheries of thoſe diſtricts, by opening a ſhort paſſage for the buſſes to and from the Clyde. Poſſibly 10 or 12 veſſels from that river may alſo uſe this navigation annually, in their voyages to the Baltic, providing that the tonnage ſhall be moderate; but the ſum ariſing from theſe will be ſo trifling, and ſo precarious, that it cannot be brought to account. Were a communication opened between Fort William and Inverneſs, ſome coaſters or traders would alſo navigate this canal, which could not, however, afford much aid to the ſubſcribers, and the proſpect is diſtant. We muſt therefore recur to the former ſtatement reſpecting the number of decked veſſels, which, with every public encouragement, may be engaged in the weſtern fiſheries, Theſe we ſtated at 500, which, at 10l. each, would repay the ſubſcribers, providing that all the buſſes ſubmitted to that exorbitant demand, which is very doubtful. In ſummer, and in apparently moderate weather, through the whole fiſhing ſeaſon, many veſſels, to avoid the tonnage, would prefer the paſſage by the Mull of Cantire; probably one half of the voyages would be thus performed *: if ſo, the ſubſcribers would not receive 4 per cent. ſuppoſing the 10l. to be chearfully paid by the other half, and that this toll or tonnage ſhould not prove a ſtrong diſcouragement to the fiſheries. To hold out allurements for extending that branch, and at the ſame time, to burden it with with an annual tribute of 5000l. would, in effect, defeat the laudable intention of the public. The fiſhing veſſels generally return with half cargoes; frequently with one fourth, and ſometimes in ballaſt.

* Merchants trading to the Baltic have already two channels for carrying on that commerce, viz. the long navigation by the Mull of Cantire, and the ſhort paſſage by the great inland canal. If the proprietors of this latter navigation lower their tonnage, few or no veſſels would go either by the Mull of Cantire, or by the Crinan navigation.

These facts being fully sustained, any demand beyond 40s. per vessel annually upon an average, would be oppressive and detrimental to the main object. This sum, and no more, might possibly be raised by the buss fleet, or 1000l. annually, supposing 500 vessels to be actually engaged in the fisheries.

It may be argued by the friends of a subscription-navigation, that the small craft would raise a large sum. But this argument ought to have no weight with humane minds. The craft which would navigate that canal are little Highland boats, passing to and from the Clyde, with cargoes seldom amounting to 20l. each trip; and money is of such value with these people, that, to save 5s. tonnage, they would risque the voyage by the Mull of Cantire, though, in so doing, many would perish. The arguments, which have been offered against cramping the fisheries, have double force, when applied to this petty trade; the tonnage upon boats, however small, would also protract the improvement of that infant colony.

Were the Highlands in a flourishing state, abounding in people and towns, beneficially employed in all the branches depending on the fisheries, a trifle might be raised upon their decked vessels; but these desirable objects are yet at a distance; and much remains to be performed, before it would be safe or politic to levy burdens upon these indigent people, and their insignificant traffic.

Upon the whole, the objects of an annual tonnage, instead of raising 5000l. cannot, with propriety, be calculated to raise above 1000l. which, after deducting the annual expenditures upon the canal, in repairs and attendance, leaves only 500l. to the subscribers, being less than 1 per cent. upon their capital.

But even this is too much to collect from a branch which already pays considerably to government.

Seas, rivers, and artificial navigations, leading to theſe diſtant people, ſhores, and fiſheries, ought at leaſt to be free. Upon this principle, every propoſal of individuals ſhould be rejected as incompatible with the cauſe of humanity, the general intereſts of the empire, and the ſucceſs of that naval bulwark by which the remaining conſtituent parts may be retained. A draft upon the exchequer of Scotland for 60,000l. payable to Mr. Smeaton, or Mr. Whitworth, engineers, would at once ſettle the matter, and gratify the wiſhes of a whole kingdom.

*Navigation between Inverneſs and Fort William.*

A THIRD, or northern navigation, of very conſiderable utility, alſo claims the attention of the public. Geographers have uſually deſcribed Scotland under two natural diviſions; the countries lying ſouth of the Forth, and thoſe on the north ſide of that river. Such people, however, who have traverſed the kingdom, muſt have perceived that Nature ſeems to point out three diviſions, the ſouth, the middle, and the north.

Between the ſound of Mull on the weſt, and the Murray Firth on the eaſt ſide of the kingdom, there is a level or chaſm compoſed of land and water, which ſeparates the mountains of the middle diviſion, from thoſe of the north, ſo completely, that, with the aſſiſtance of art, ſhips might paſs between them, from ſea to ſea.

On the weſt ſide of this extenſive valley is the Linnhe-Loch, penetrating from the ſound of Mull, 24 miles * north-eaſt, and ſo capacious, that ſhips of the line have been moored as high as Inverlochy, now known by the name of Fort William or Mary-

* The miles in the following calculations, are geographical miles, 60 to a degree; and which make 69½ Engliſh ſtatute miles.

burg.

burg. This fine ſalt-water lake communicates with Loch Creran, Loch Leven, and Loch Eil; all of which are navigable for veſſels of burden, to whom they afford a ſafe retreat, when the violent guſts of wind render the Linnhe navigation hazardous.

The fiſh peculiar to theſe waters are herrings, white fiſh, ſalmon, trout, and phinocs, ſuppoſed to be the young of what the fiſhermen call the great trout, ſome of them weighing 30 pounds. The timber is birch and pine.

The propoſed line of communication from Fort-William to Inverneſs lies in an eaſtern direction, and is 53 miles in length. The firſt branch of which is the river Lochy, iſſuing from the loch of that name, at the diſtance of $7\frac{1}{2}$ miles. It is a conſiderable river, very rapid, and hath a fall of 80 feet. Loch Lochy is a beautiful ſheet of water, $10\frac{1}{2}$ miles long; half a mile broad; 30 fathom where deepeſt, and never freezes. It abounds in ſalmon, trout, and other fiſh peculiar to freſh water lochs: the banks are ſhaded with natural woods.

At the diſtance of a mile on the north ſide of this lake is Loch Arkek, nearly of the ſame dimenſions as the former, and whoſe banks are ſhaded with very extenſive woods of fir.

Keeping due eaſt in the line to Inverneſs, there is a ſpace of 2 miles without any river; the ſoil gravel and earth. This may be called the canal of partition, being the higheſt ground in the whole extent of the valley between the two ſeas, and riſes 22 feet above Loch Oich, to which it is joined on the eaſt. Loch Oich is 4 miles long; a quarter of a mile wide; of ſufficient depth for the purpoſe of navigation, and its ſurface is about 100 miles above high water at neap tides. Its banks, and ſome ſmall iſlands, are beautified with woods. Here is alſo limeſtone ſufficient for the ſupply of the whole country from ſea to ſea, as ſoon as the navigation ſhall be formed.

Near the head of Loch Neviſh, on the weſtern

ocean, facing the Iſle of Skie, iſſues a rivulet called Joine Water; which, after a ſhort courſe, falls into Loch Quich, 8 miles long; from thence the united waters keep a ſouth-eaſt direction of 12 or 15 miles, when they fall into Loch Garry, 6 miles long; 2 miles further, theſe auxiliary ſtreams reach Loch Oich, from whence a river of the ſame name flows 5 miles eaſtward into Loch Neſs; this river hath a fall of 55 feet, over a gravelly bottom, from 30 to 40 yards wide.

Lochneſs, the glory of the North Highlands*, is 22 miles long; from 1 to 2 miles broad; and from 5 to 140 fathoms deep. This loch hath ſome qualities peculiar to itſelf, ſome few waters excepted; it never freezes; and, in winter, it is covered with a ſteam or ſmoke, proportioned to the ſeverity of the weather. It even ſoftens the rigour of the air in that northern climate, and aſſiſts vegetation, particularly trees, which, on the ſouth ſide, form one continued wood of ſmall birch, aſh, and oak. Its waters are alſo ſalubrious and extremely favourable to longevity. The fiſh are ſalmon, trout, pike, and eels. The ſurrounding woods and mountains of this loch, and through the whole tract which we have been deſcribing, beſides ſmall cattle, ſheep, and goats, are alſo frequented by ſtags, roes, harts, ptarmigans, grous, and black game; likewiſe the ſcarce bird called the capercally, or cock of the wood. The principal waters which ſupply this lake, excluſive of the Oich before-

* There is about 40 miles northward, in the county of Sutherland, a lake called Loch Shin, which winds beautifully, in a courſe of near 20 miles, amongſt hills whoſe declivities to the edge of the loch are generally fringed with wood. The waters of this loch form a conſiderable river, which forces its way in a copious torrent through a glen darkened with over-hanging trees. In one place it forms a mighty caſcade from ſide to ſide, and in rainy weather is heard at a great diſtance. This river, after winding through a romantic country, falls into the Firth of Dornoch, at the Ferry of Inverſhin, about 25 miles from the ſea.

mentioned,

mentioned, flow from the weſtern coaſt to Loch Clunny, and from thence through a valley of many miles, called Glen Moriſon, where they fall into Loch Neſs, near Fort-Auguſtus *.

From the eaſtern extremity of the lake iſſues the river Neſs, gliding in a copious ſtream through a tract of 8 miles, to Inverneſs, where it falls into Loch Beaulie, a capacious ſalt-water lake, which communicates with the ſea at a narrow ſtrait called Arderſier, guarded by the modern Fort George. The river Neſs runs upon gravel, 40 to 80 yards wide; its greateſt depth 4 or 5 feet; the declivity of the ſurface 45 feet. The tide flows about 1 mile above the town; but, on account of floods, and other obſtructions, the cheapeſt and moſt effectual navigations would be to make cuts along the ſides of the rivers, which is found to be practicable.

The whole line of communication from the Sound of Mull to Inverneſs, compriſes an extent of 82 miles, and is thus compoſed of land and water, viz.

| | | | | | |
|---|---|---|---|---|---|
| Linnhe Loch† | — | 24 | River Lochy | — | 7 |
| Loch Lochy | — | 10 | —— Oich | — | 5 |
| —— Oich | — | 4 | —— Neſs | — | 8 |
| —— Neſs | — | 22 | | | |
| | | 60 | | | 20 |
| Land, from Loch Lochy to Loch Oich, the level 122 feet above high water at neap tides | | | | | 2 |

* The garriſon at Fort-Auguſtus are ſupplied with proviſions and ſtores from Inverneſs, by means of a galley of 60 tons, which ornaments this fine ſheet of water.

† Mr. Mackenzie, whom I have followed, makes this loch only 24 miles.

Lakes

| | | | |
|---|---|---|---|
| Width of the canal 70 feet; depth 10; Length of the locks 90 feet; width 25. | Lakes | 60 | |
| | Rivers | 20 | |
| | Land | 2 | |
| | | | 82 |
| The navigation ſaved in a voyage from Inverneſs to the Sound of Mull, above | | | 200 |
| Ditto, from Buchanneſs to ditto — — | | | 127 |
| Ditto, to veſſels keeping the outſide of the Orkneys, at ſeaſons when the Pentland Firth cannot be navigated — — | | | 187 |

Veſſels of 9 feet water might paſs from Inverneſs to Fort-William in 3 days; ſmall craft much ſooner. The voyage by the Pentland Firth is upon an average 2 weeks, ſometimes 2 months.

The objects of this northern navigation are, for the moſt part, ſimilar to thoſe of the ſouth: but as the expence will be nearly in the proportion of three to one, viz. the ſouthern canal 60,000 l. the northern ditto 164,000 l. beſides the value of grounds to be purchaſed, I ſhall attempt to ſtate the principal circumſtances relative to the latter, by which the reader will be able to form ſome concluſion upon the propriety or impropriety of the expenditure thereon.

The leading arguments in favour of the ſouthern canal are the improvement of the Weſt Highlands, and their fiſheries. In thoſe reſpects the ſame arguments are applicable to this on the north. If a new road or channel of communication be neceſſary on the ſouth ſide of the Grampian Mountains, another road is alſo neceſſary on the north ſide of that ridge; and nature, as before obſerved, hath done much towards this deſirable work. We have alſo, as auxiliary arguments, mentioned the benefits which the people of the Lowlands, inhabiting the ſouth-weſt parts of the kingdom, would derive from the canal at Crinan. It is ſtill more neceſſary to enforce this ſubject, reſpecting the people inhabiting the north-

eaſt ſide; who, far removed from the ſeat of government, Edinburgh, Glaſgow, and other commercial marts, lie under the ſame inconveniencies, climate and ſoil excepted, as the Hebrides and weſtern ſhore.

This diſtrict was conſidered of ſuch importance in antient times, as to draw thither the fierce Danes and other warlike people, from the northern hive of Scandinavia; who, as appears from hiſtory, tradition, hieroglyphic pillars, urns, and other monuments, maintained a long and bloody ſtruggle, in the hopes of a final eſtabliſhment; which, however, they could not effect.

Leaving thoſe ages of hoſtility, we ſhall attempt a review of theſe ſhores in their preſent half-improved ſtate.

Inverneſs, capital of the north, a town of great antiquity, and occaſionally the ſeat of kings, ſtands in the centre of a line of coaſt extending above 270 miles in length. The northern ſide reaches to Dungſbyhead, at the eaſt entrance of the Pentland Firth, and from thence to Cape Wrath on the weſt. This diſtrict lies on the north ſide of the propoſed communication with the weſt ſea, and comprehends the counties of Roſs, Sutherland, and Caithneſs, which compoſe the third natural diviſion of the kingdom. It is entirely a Highland country; tho' along the eaſt coaſt the inhabitants ſpeak both languages promiſcouſly. The mountains of the Weſt Highlands generally extend to the ſea, which in many parts they over-hang in a bold magnificence. On the eaſtern ſide, nature hath been more indulgent. The diſtrict around Inverneſs is level and fertile; as alſo the whole coaſt of Roſsſhire to the diſtance of 20 miles from the ſea, producing good crops of wheat, oats, and barley. After paſſing the Firth of Dornoch into Sutherland, the low country diminiſhes in breadth, and at the northern boundary of that county, the

mountains

mountains dip into the ſea. From this paſs, called the Ord of Caithneſs, the hills begin gradually to recede, and here the country is level and very improveable.

The chief produce of this diviſion is grain, cattle, timber of various kinds, white marble and limeſtone. The river Neſs is the great thoroughfare for ſalmon between the ſea and Lochneſs. They are taken in cruives by a ſociety of diſtant monopolizers, who farm the river, at a conſiderable rent annually, to the great prejudice of the natives, who are totally excluded from the benefit of this delicious Heaven-directed food. The waters of the Beaulie are ſtill more valuable. To the fiſh peculiar to inland lakes, as ſalmon, here farmed alſo by monopolizers, are added the various riches of the ocean, particularly a ſmall but well-flavoured ſpecies of herrings, which the inhabitants capture at pleaſure, for home uſe, and ſometimes for manure, being too ſmall for curing. This ſpecies of the herring, ſalmon, and white fiſh, abound upon the whole line of coaſt we have been deſcribing; but though the gentlemen of the north are both patriotic and great improvers, the generality of the peaſants are miſerably poor and wretched.

Were the propoſed line of navigation opened to the great weſtern fiſheries, and to all the Hebride Iſles, a new ſpecies of traffic and commercial intercourſe would immediately ariſe; markets of reciprocal benefit would enliven both ſhores, and give employment to all thoſe who prefer uſeful induſtry to indigence and idleneſs, of whom there are many thouſands in this very remote diſtrict.

Nor is it the Highlands only, that requires the aid of a communication between the two ſeas. Due eaſt from Inverneſs, the Murray Firth waſhes a coaſt of 105 miles to Buchanneſs, the eaſtern extremity of Aberdeenſhire.

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The climate along the banks of the Murray Firth is ſoft, and the ſoil excellent, as appears from the exports of grain to Glaſgow, and the weſt Highlands. This country hath alſo many conſiderable woods, much iron ore, and ſome lead. The ſea is bountiful in white fiſh and ſalmon, particularly the latter, which, being moſtly farmed, are taken at the entrance of the rivers Findhorn, Loſſie, Spey, and Devron, to the value of ſome thouſand pounds annually. Beſides the maritime diſtricts on the Murray Firth, there are ſundry extenſive vallies which penetrate far into the back country, winding beautifully amidſt lofty mountains, to whoſe heathy appearance, the verdant vallies form an agreeable contraſt.

Each valley hath, as uſual, its ſtream of water gliding through the center in numerous meanders; extremely beautiful, and often fringed with woods. The principal vallies are Strath-Spey, Strath-Avon, Strath-Devron, and Strath-Bogie, whoſe numerous inhabitants, aided by the patriotic exertions of the families of Gordon, Fife, Finlater, Grant, Forbes; and, in general, the whole gentry of theſe parts, are emerging from idleneſs, and bid fair, with further encouragement, to become valuable colonies, and uſeful members of the community.

But theſe ſhores and vallies, though thus abounding in people diſpoſed for induſtry; and though amply ſupplied in the produce of land and water, labour under a natural misfortune, which no human efforts can remove. A ridge of hills, called the Grampian Mountains, forms an almoſt impaſſable chain from Loch Lomond to Aberdeen. This, nearly croſſing the kingdom from ſea to ſea, cuts off the northern counties from all inland communications with the ſouth and weſt, during the winter; nor do the narrow ſteep paſſes admit conveyance of goods, even in ſummer.

All mercantile intercourſe, with the weſt and ſouth-

ſouth-weſt parts of the kingdom, muſt therefore be carried round by the long, the tedious, and the very hazardous navigation of the Pentland Firth; and all veſſels paſſing to and from the herring and white fiſheries of the Hebrides, muſt alſo hazard the ſame navigation; though in winter, the ſeaſon of the large herrings, and moſt proper for curing, this paſſage is almoſt impracticable.

The ſame inconvenience attends the inhabitants of the Weſt Highlands, in procuring from the eaſt coaſt thoſe ſupplies of grain and meal which their native mountains do not afford in ſufficient plenty for half of the inhabitants, and which Ireland ſometimes denies them. Of theſe particulars, I was furniſhed with an affecting narrative by perſons principally engaged in this trade, for the ſupply of the Hebrides, as well as the main land.

Before ſufficient cargoes of grain can be threſhed out, or grinded into meal, the long nights, and almoſt inceſſant ſtorms of the winter, have commenced. In this ſeaſon, the merchant ſends his veſſel from the latitude of Mull, round Cape Wrath; from thence, along the coaſt of the Pentland Firth, amidſt contending elements, jarring currents, and rapid tides, where ſhe ſtruggles to paſs the ſtrait, or to get into ſome creek, where ſhe may elude the impending rocks, and all the dangers of a lee-ſhore, though from ſuch creek, if the wind blows ſtrong from the eaſtern points, ſhe cannot proceed with any degree of ſafety.

After paſſing the rapid ſtrait of 7 miles, between the mainland and the Orkneys, where ſpring tides run at the rate of 7 miles an hour, the veſſel ſees herſelf on the unprotected cold coaſt of Caithneſs, Sutherland, Roſs-ſhire, or the Murray Firth, where, if ſo fortunate as to make the deſtined creek or port, ſhe loads her cargo; and hath again to encounter the ſame train of difficulties in her return. The trip, outward and homeward, frequently employs

ploys three months; in the mean time, the unhappy people on the weſtern ſhores are reduced to the greateſt diſtreſs.

At length, when the long-wiſhed-for veſſel appears on the coaſt, thoſe perſons who have been able to collect a few ſhillings, flock to the beach; when, to the unſpeakable diſappointment of the merchants and purchaſers, the meal is often ſo heated, by the length of the voyage, that no perſon can remain in the hold above three or four minutes without being ſuffocated. Frequently the meal is damaged by ſalt water, and found in lumps unfit for human uſe; but even in this ſtate, it is eagerly purchaſed by thoſe unhappy people, at a price enhanced by the extra expence of a long voyage. By the propoſed inland communication, the whole trip outward and homeward, would not, at a medium, require above 10 days, between the ſound of Mull and Findhorn, Portſoy, and other towns on the Murray Firth; beſides the ſafety of the veſſels, and the good condition of the cargoes.

Conſidering this voyage in a general view, its benefits will extend more or leſs to the whole ſouthern coaſt of Scotland, to Liverpool, Briſtol, and Ireland. Veſſels trading to the Baltic, and which cannot navigate the ſhallow canal between the Clyde and the Forth, might here find a ſafe paſſage during the greateſt part of the year. The facility of this conveyance to the army is alſo obvious. Here is a chain of modern fortreſſes, viz. Fort George at the eaſt end of the paſs, Fort Auguſtus in the centre, and Fort William on the weſt; which ſerve, particularly in time of war, as barracks and magazines, from whence detachments of the army may be ready to ſail on the ſhorteſt notice. By means of this navigation, therefore, a ſhort, ſafe, and commodious military intercourſe may be kept up between theſe detachments; and alſo between the two ſeas, upon the oppo-

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ſite ſides of the iſland, which no enemy could annoy or interrupt.

Thus the three above-mentioned canals would open a circumnavigation, within the heart of the kingdom, to the unſpeakable benefit of commerce and the fiſheries. A veſſel ſetting out from Inverneſs to Edinburgh on the eaſt ſide of the Iſland, might return by Glaſgow, the Hebrides, and other parts on the weſt ſide; and ſo, *vice verſa*, as might ſeem moſt beneficial to the parties concerned. Inverneſs, which is well ſituated for commerce, would become the emporium of the north, a centrical port between the Atlantic and the eaſt ſea, ſupplying navigators in ſtores and proviſions, giving employment to the induſtrious, and diffuſing univerſal comfort amongſt a people whoſe patience is completely exhauſted.

This circumnavigation, amounting to about 500 miles, would include almoſt the whole trading part of Scotland: a circumſtance which requires the moſt ſerious attention; and the more ſo, when we conſider with what facility it might be accompliſhed, and the ſmallneſs of the expence, compared to the ſolid and permanent advantages to the Highlands in particular, and to the trade of theſe kingdoms in general, as will appear by the following ſtatement:

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| Completing 6 miles of the canal between the Forth and Clyde, 7 feet water, by which veſſels of 100 tons, built on a certain conſtruction, would ſave near 500 miles, and elude privateers. | The money already advanced. |
| Cutting 2 miles of land, and deepening 20 miles of rivers, or rather, by making canals on the ſides of theſe rivers 10 feet deep, between Fort William and Inverneſs, which would ſave near 200 miles. | £. 164,000 |

Cutting

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|---|---|
| Cutting 5 miles between Loch Crinan and Lochfine, 12 feet deep, which would ſave above 100 miles. | 60,000 |
| Expence not yet provided for — | £. 224,000 |

The accumulated loſs ſuſtained by the tedious and hazardous paſſage round the Pentland Firth, in delays, damages at ſea, ſhipwrecks *, captures, extra freight and inſurance, amounts, in one year only, to more than would complete the above works of general utility to commerce and navigation; and if to this we add the great object of relieving the diſtreſſes of 300,000 or 400,000 people; of bringing them forward into the line of action; and of opening new ſources of commerce and wealth within our own iſland, it is matter of aſtoniſhment that theſe works have not been completed long ago.

*Expediency of laying the Foundation of Towns in the Weſt Highlands.—Plan of thoſe Towns.—Eſtimates of the Expence.*

THE neceſſity of bringing the Highlanders nearer to the Low Countries, by means of inland navigations, hath been ſtated, as the ground work in the propoſed plan of national improvement. The facility by which that buſineſs may be completed hath alſo been explained; and no argument of any weight can be advanced againſt its being carried into execution. A requiſition, founded on humanity, juſtice, and national expediency, cannot have many opponents. Happy would it be was this the only expence neceſſary to extend the fiſheries,

* Numbers of people in the Orkney iſlands get a living by attending the ſhores in ſtormy weather, where they find the timbers, alſo caſks, and other floating parts of the cargoes of veſſels that have been broke to pieces on the rocks.

and to eſtabliſh in thoſe parts a populous colony of induſtrious ſubjects. In a country where ſoil and climate have been ſo niggardly of their favours, ſome further expenditures are poſitively requiſite. The people ſhould be comfortably lodged, and accommodated with proviſions, firing, ſtores of ſalt, materials and utenſils for the herring and white fiſheries, independent of lairds, ſtewards, or intermediate jobbers. They ſhould enjoy, in the moſt ample manner, and in all poſſible caſes, the freedom and ſpirit of the Britiſh conſtitution. The idea of feudal ariſtocracy, and of feudal ſubordination ſhould be utterly extinguiſhed; and every man, of whatever degree or profeſſion, ſhould be maſter of his own time in all ſeaſons, whether at the height of the harveſt, or the fiſheries, without the interference of any ſuperior whatever. This implies the erection of towns at convenient diſtances, and in the moſt eligible ſituations, on thoſe extenſive ſhores; which towns ſhould be endued with all the privileges of royal boroughs, for the diſtribution of juſtice, as well as the conveniency of the inhabitants in whatever relates to trade, navigation, and fiſheries.

After having ſelected the particular lakes deſtined to become the ſcenes of population and buſineſs, it would be neceſſary to examine into the depth of water, the prevailing directions of the winds, and their effects; alſo the rivulets, woods, metals, ſoil, and whatever may be uſeful or requiſite in the foundation, advancement, and ſucceſs of the town. This previous enquiry into the beſt ſituations on each reſpective lake or bay, being a matter of conſiderable conſequence to the preſent age, as well as poſterity; and alſo to prevent bribery, jobbing, influence, connivance, partiality, or breach of truſt; a committee of diſintereſted perſons, having no con-

nections in, or with the Highlands, might be appointed by government; and, to prevent miſtakes, the report, when completed, might be laid before parliament for their inſpection, by which means the proprietors of lands in the Highlands, and the public at large, would have a fair opportunity of canvaſſing the buſineſs, of pointing out errors, if any occurred, in the ſelection of the place or places, and where better ſituations might be found.

The report being agreed upon, either in its original ſtate or with amendments, an act of parliament would enable the committee to purchaſe certain lands thus approved of, ſufficient, not only for the erection of the buildings after ſpecified, accommodated with ſmall gardens and fields, but likewiſe for the future increaſe of the towns by individuals, independent of the original proprietors.

Every town would alſo require a territorial revenue of 300 pounds or upwards, for the ſupport of a clergyman, free-ſchool, a ſmall annuity to a reſident ſurgeon, a ſuperintendent of the fiſheries, and ſuch other purpoſes as the parliament ſhould deem expedient during the infancy of ſuch towns.

The price of lands, thus purchaſed, for the various purpoſes of building, accommodating, and endowing every reſpective town, may be eſtimated at 10,000l.

The buildings poſitively neceſſary at the firſt eſtabliſhment of the propoſed towns, are,

1. A key or breaſt for veſſels of 15 feet water or upwards.

2. A range of warehouſes for caſks, ſtaves, hoops, ſalt, nets, ſails, cordage, and other materials for the building of boats and decked veſſels; alſo for ſtoring fiſh, oil, grain, meal, ſkins, wool, flax, hemp, bark, timber, kelp, coals, and other bulky articles. The various apartments in theſe warehouſes

to be numbered and put under certain regulations *.

3. Sheds for perſons employed in gutting, ſalting, and curing the herrings and white fiſh, and other purpoſes; alſo lofts where thoſe perſons may be ſheltered at night from the inclemency of the weather †. It may occaſionally happen, that the loch or bay,

* In 1776, Mr. Alexander, a merchant of Derry, for the convenience of carrying on the herring fiſhery in Loch Swilly, began to erect a ſet of buildings compoſed of the following denominations, viz. a complete ſalting houſe, conſiſting of a range of houſes for all the operations, divided into four apartments, one of 20 feet by 18 as a ſtore-room for coarſe ſalt, which will contain from 150 to 200 tons; another room of the ſame dimenſions for fine ſalt; a third, the ſame ſize, for receiving the herrings from the boats, and gutting them; and a fourth for a cooper's ſhop. All theſe apartments communicate with a ſecond range, 80 by 18 feet, which is filled with veſſels for ſtriking the herrings, that is, putting them in ſalt 10 or 12 days; and this range communicates with a third, 80 by 14 feet, in which the herrings, being taken from the veſſels above mentioned, are barrelled and finally cured for the ſhipping. Beſides theſe, there is a dwelling houſe for the clerks, and other perſons employed in that buſineſs, of 28 by 14 feet. All the buildings are of ſtone, lime, and ſlate, and proof againſt all weather. The finiſhing houſe contains the boats when not employed, and over it is a loft for the nets. Over the curing houſe is a capacious loft for empty barrels; over the cooper's ſhop are apartments for the workmen; and over the gutting houſe is a hoop ſtore. Theſe buildings coſt 5 or 600l. They are a market where the country people ſell their herrings, and where 100,000 may be lodged for the various operations of gutting, ſalting, and packing. The fiſhing ſeaſon in this loch is from the middle of October to Chriſtmas; the price paid by the merchant to the country boats is 4s. 6d. per 1000 of large herrings, 500 of which fill a barrel. The above-mentioned buildings might ſerve as a model to the propoſed erections in Scotland, for which purpoſe an architect might examine them, and alſo converſe with the proprietor reſpecting any improvements which could be made on the original plan.

† The gutting is performed by women and children, who, for the ſmall pittance of three half-pence per barrel, travel to the fiſheries from all parts of the country, and through all inclemencies of weather, carrying on their backs the infants, the meal, kettle, and other little matters, which the townleſs coaſts do not afford. Their ſituation, while in this employ, during the winter ſeaſon, without proper ſhelter, food and cloathing, reflect diſhonour on the boaſted humanity of Britons.

where

where a town is erected, will have no fiſhery, while the next loch ſhall be crowded with herrings and veſſels. Every town ſhould therefore be furniſhed with materials for erecting temporary ſheds or tents, for the conveniency of perſons employed in theſe fiſheries upon ſhore.

4. A ſmall market-place.

5. A corn mill.

6. A church; alſo a houſe, garden, and glebe for the miniſter, with proper offices.

7. A ſchool-houſe, where reading, writing, the common rules of arithmetic, and practical navigation may be taught gratis.

8. A houſe and ſhop for an apothecary ſkilled alſo in ſurgery.

9. A houſe for a ſuperintendent of the fiſheries.

10. A public inn, with ſtabling, garden, and other conveniencies.

11. A piece of ground for a common, with the privilege of a ſtone quarry to the inhabitants, free of all charges or demands whatever.

12. There might poſſibly be ſome difficulty in procuring uſeful mechanics to ſettle in theſe remote parts, previous to the regular eſtabliſhment of fiſheries and commercial intercourſe. Therefore, to encourage adventurers, as coopers, ſhip and houſe carpenters, net makers, blackſmiths, maſons, &c. it would be neceſſary to build 15 or 20 dwelling houſes, where theſe perſons might live rent-free; each houſe to be accommodated with three ſmall incloſures. 1. For a garden and offices. 2. For potatoes. 3. For the ſupport of a cow. The tenure of theſe houſes and fields might be for a given number of years; renewable at the diſcretion of government, if further indulgence ſhould be thought neceſſary; and ultimately, upon the full eſtabliſhment of a town and corporation, to become the property of ſuch town, and to form a branch of its revenue.

Such indulgencies as theſe, with variety of fiſh at no expence; exemption from taxes and exciſes upon coals, ſalt, &c. liberty to ſell their herrings to veſſels upon the bounty, or others, at their own option; alſo to take, cure, and dry white fiſh, not as ſlaves, but as freemen; with ſmall annual bounties from government, and other particulars formerly ſtated, might contribute to draw thither uſeful workmen and fiſhers from every quarter, and give ſtability to all the valuable purpoſes propoſed by the public.

Conſidering the great plenty of materials for building, in theſe parts, as ſtone, lime, timber, ſlate, and the cheapneſs of workmanſhip; a village thus compoſed of ſmall neat houſes, might be raiſed by contract at no great expence. The whole, including the key or keys, ſtorehouſes, church, &c. might poſſibly be completed for 10,000l.; conſequently the founding of eight commodious ports, with all the conveniencies for extending the weſtern fiſheries, improving a coaſt of 250 miles, beſides the interior part, and three hundred iſlands, would coſt only — — 80,000

Endowing of ditto as ſtated above — 80,000

Expence of eight towns — — 160,000

Ditto of inland navigations for opening ſhort communications with the Highlands and the fiſheries, as ſtated in page 433 — 224,000

Total amount of the original expenditure £.384,000 which would be repaid in a few years by the increaſe of trade, fiſhing, and navigation; beſides opening new markets for Engliſh manufactures, and the increaſe of revenue thereby.

In the firſt progreſs of theſe towns it would be eſſentially neceſſary to have a view to conveniency, health, cleanneſs and neatneſs. I have often obſerved and lamented the inattention to theſe objects

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in Scotland, where they are made ſubſervient to the private intereſt of individuals, whoſe influence hath too much weight with magiſtracy, ſome of the parties concerned being themſelves magiſtrates, or related by marriage, or conſanguinity, to thoſe in office. To this is owing the medley of ſymmetry and irregularity, of width, and of narrowneſs, which we often perceive in the ſame ſtreet. To this is alſo owing that odious deformity, by ſtairs on the outſide of the buildings; and the permitting avaricious perſons to counteract the intentions of magiſtrates, with the view of extorting a price diſproportioned to the real value of their property. "If you do not, ſays "Gripus, give me 500l. for my ground (intrin-"ſically not worth 200) I will ſuffer the old "thatched houſe, kiln, or barn, to remain in the "middle of your fine new ſtreet, or I will build "upon the ſame." But theſe perſons ſhould be informed, that there is a houſe near Weſtminſter Abbey, which hath a controlling power over the whole iſland, to whom, in the dernier reſort, even the moſt obſtinate extortioner muſt ſubmit with ſhame, and conſiderable expence.

When towns are to be erected upon new foundations, the ſtreets ſhould be of conſiderable width, laid out in ſtraight lines, croſſing each other at right angles. The houſes ſhould be built, as nearly as poſſible, on the ſame model, and of the ſame height. A ſtrict uniformity ſhould alſo be obſerved in the colour of the ſtone, lime and ſlate; in the ſize and adjuſtment of the windows. A variation in any of theſe particulars deſtroys the beauty of the whole. The man therefore, who from want of taſte, from avarice, or ill-natured obſtinacy, remains inexorable to the intreaties of his fellow citizens, ſhould be conſidered as a nuiſance in ſociety, and as ſuch excluded for ever from holding any place of honour or profit, in the town where he reſides.

To prevent ſuch conſequences in the towns pro-

poſed above, the committee appointed to ſuperintend that buſineſs, ſhould publiſh on copper-plate, the plan of each town, and oblige every builder to ſubmit thereto, under the penalty of forfeiting the premiſes to the town or corporation where treſpaſſes ſhall be committed *. But there are objects of ſtill greater importance, to which the committee, in this ſtage of the buſineſs, ſhould pay particular regard; firſt, the means of inducing ſtrangers to build; and ſecondly, the means whereby theſe ſtrangers and their families may be ſupported through a winter of ſix months continuance, and often longer.

Though it may be neceſſary for the encouragement of the firſt ſettlers in theſe wilds, not only to accommodate them with houſes, but alſo offices, garden-ground and fields, rent free; thoſe who arrive at later periods, having the benefit of ſociety, and of neceſſary ſupplies, cannot expect to be indulged to the ſame extent as the firſt ſettlers; the bountiful aid of government will be gradually withdrawn, but not to ceaſe until at leaſt 200 houſes ſhall be built, which may be conſidered as the ſecond ſtage of the buſineſs. The place will then aſſume the appearance of a town, and port; men will alſo embark in various branches of trade and fiſheries; magiſtrates will be appointed, and a regular policy eſtabliſhed.

For the ſpeedy and effectual accompliſhment of this deſirable event, a portion of ground equal to a quarter of an acre ſhould be given in perpetuity, and without a quit rent, to every perſon, their heirs and executors, who ſhall erect a houſe thereon agreeable to the plan for the regulation of the buildings; provided alſo that the expenditure on each houſe

* From the ſcantineſs of level ground on the Highland ſhores, and the neceſſity of preferring the beſt ſituations for navigation, however improper the coaſt or beach for the purpoſe of building, the regularity and ſymmetry recommended in the erection of towns cannot be put in practice in many parts of the Highlands.

ſhall not be under 25l. excluſive of offices, wells, and other conveniences *.

The proſpect of comfortable lodgings, plentiful ſupplies of roots and vegetables, and principally the poſſeſſion of a freehold, increaſing in its value proportioned to the increaſe of trade, and the number of inhabitants, would induce numbers to cooperate with government in raiſing theſe towns, and to proſecute the fiſheries with unwearied perſeverance. A town compoſed of 200 freeholders, beſides labourers and other inferior claſſes of people, would, in the ſituations hereafter mentioned, ſoon become poſſeſſed of decked veſſels, wherries and boats; a place of traffic or market for all the varieties of fiſh peculiar to thoſe ſeas, for oil, kelp, ſalt, coals and timber; for grain, meal, cattle, ſheep, poultry, and other produce of the main land, and the contiguous iſland, where, to ſum up the whole, the inhabitants of the town, and country; the hardy fiſherman, the coaſter, and the merchant, would ſupply and be ſupplied, in the productions of ſea and land.

Speculators, and ſuperficial writers, may propoſe ſchemes for erecting towns upon eaſier terms to the public, and conſequently more flattering to government; but every plan that doth not hold out allurements ſuited to the expence and hazards of the firſt ſettlers, will deceive that public and thoſe adventurers. Such perſons do not take into the account the various circumſtances of ſoil, climate, proviſions, firing, and neighbourhood. The uncertainty of the herrings, and the heavy expences to the traders and fiſhers, whether ſucceſsful or otherwiſe; theſe and other particulars being omitted, through ignorance or deſign, the plauſible ſcheme may amuſe

* In Ireland, where many villages have been erected or re-built within theſe laſt 50 years, the loweſt expence of a cabbin, as it is called, is 25l. they riſe from that to 40l. the coſt of a good farm houſe.

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poſed above, the committee appointed to ſuperintend that buſineſs, ſhould publiſh on copper-plate, the plan of each town, and oblige every builder to ſubmit thereto, under the penalty of forfeiting the premiſes to the town or corporation where treſpaſſes ſhall be committed *. But there are objects of ſtill greater importance, to which the committee, in this ſtage of the buſineſs, ſhould pay particular regard; firſt, the means of inducing ſtrangers to build; and ſecondly, the means whereby theſe ſtrangers and their families may be ſupported through a winter of ſix months continuance, and often longer.

Though it may be neceſſary for the encouragement of the firſt ſettlers in theſe wilds, not only to accommodate them with houſes, but alſo offices, garden-ground and fields, rent free; thoſe who arrive at later periods, having the benefit of ſociety, and of neceſſary ſupplies, cannot expect to be indulged to the ſame extent as the firſt ſettlers; the bountiful aid of government will be gradually withdrawn, but not to ceaſe until at leaſt 200 houſes ſhall be built, which may be conſidered as the ſecond ſtage of the buſineſs. The place will then aſſume the appearance of a town, and port; men will alſo embark in various branches of trade and fiſheries; magiſtrates will be appointed, and a regular policy eſtabliſhed.

For the ſpeedy and effectual accompliſhment of this deſirable event, a portion of ground equal to a quarter of an acre ſhould be given in perpetuity, and without a quit rent, to every perſon, their heirs and executors, who ſhall erect a houſe thereon agreeable to the plan for the regulation of the buildings; provided alſo that the expenditure on each houſe

* From the ſcantineſs of level ground on the Highland ſhores, and the neceſſity of preferring the beſt ſituations for navigation, however improper the coaſt or beach for the purpoſe of building, the regularity and ſymmetry recommended in the erection of towns cannot be put in practice in many parts of the Highlands.

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the public, but like all other quackeries, it will not bear the teſt of cloſe inveſtigation.

*The moſt eligible Situations for Towns in the Weſt Highlands.*

THE Weſt Highlands being compoſed of a double coaſt, viz. the main land and the Hebride iſlands, the ſituations which can afford the moſt general benefit to both, claim the preference.

All ſenſible, diſintereſted perſons, who are acquainted with thoſe parts, will at once ſee the propriety of chooſing the coaſt of the main land for the ſeat of towns; becauſe, lying in the centre, between an extenſive back country upon the eaſt, and the Hebrides directly in front on the weſt, the benefits of the propoſed line of towns, thus judiciouſly placed, would pervade the whole internal diſtricts of the continent, to the diſtance of 40 or 50 miles; and, in the north Highlands, from ſea to ſea *. By means of theſe towns, the inhabitants of the hills, valleys, and glens, would be drawn from ſlothful inactivity to uſeful induſtry; the farmer would find a ready market for his grain, potatoes, cattle, ſheep, ſkins, wool, tallow, butter, eggs, hemp and flax; the weaver for his cloth; the ſpinſter for her yarn; young perſons for their knitted ſtockings; every art and profeſſion down to the broom maker, would derive immediate benefit from a communication with populous thriving market towns, thus eſtabliſhed along the coaſt; while theſe towns, thus ſupplied with country ware, would in return furniſh the farmer,

* From Inverneſs northward, the main diſtance between the eaſtern and weſtern ſhores doth not exceed 60 miles; but if we take the diſtance between the heads of ſome of the oppoſite lochs, as Loch Broom on the weſt, which is every where navigable, to Dingwall at the head of the Firth of Cromarty, the diſtance is only 24 miles; from Loch Broom to the head of the Firth of Dornoch, 30 miles; and from the head of Calva Bay on the weſt; to ditto, 35 miles.

grazier,

grazier, mechanic and ſpinſter, with herrings and white fiſh, both freſh and cured. The latter of which would, with potatoes, prove a comfortable ſupport through the winter, when grain and meal often fail, and when ſupplies cannot be procured elſewhere *. The ſame effects would extend to the Hebride iſlands lying in the front of theſe towns, where

* Were the diſtreſſes of thoſe inland parts, for the want of grain during the winter, more generally known, that circumſtance would contribute to enforce the expediency of eſtabliſhing towns and markets on the propoſed plan without delay. The ſmall portion of half-ripened oats and barley which hath been ſecured from the autumnal rains, is immediately threſhed out for the uſe of the family, but chiefly to pay the rents at the then market price, which we ſhall ſtate at 15 ſhillings per boll. When the ſpring arrives, and no grain being left for ſeed, the farmer muſt raiſe money by every poſſible means, to purchaſe that article, ſometimes the individual grain, which he had ſold a few months before, and which was ſtored for the purpoſe of ſelling it to the farmers at an advanced price, proportioned to the ſcarcity of the article, when moſt wanted. His family alſo requires a freſh ſupply, which he buys at the ſame diſadvantage, and is thus kept from year to year, at the ſole mercy of a laird, ſteward, or jobber, for daily ſubſiſtence, at a price which he can ill afford to pay. This is the general ſtate of certain internal diſtricts, in what is called good ſeaſons; but, when the crops fail, through a long continuance of cold or wet weather, which generally happens every third or fourth year, the diſtreſs is beyond deſcription, of which the following circumſtance will convey ſome idea to thoſe who are unacquainted with the ſtate of that country. "In the year ———, ſays a gentleman, who then reſided "in the Highlands, a poor farmer from a diſtant part of the country "appeared at our gate with three ſmall horſes, imploring three bolls "of meal to ſave his family and ſome of his neighbours, who having "exhauſted their ſtock, had collected three guineas to purchaſe "grain or meal, on which errand he was commiſſioned. We "had a few bolls left, but our own people being in the ſame "ſituation with this man, I could afford him no relief, and ad-"viſed him to proceed to Inverneſs, where grain, in ſcarce ſeaſons, "is imported by the merchants. The man went away greatly de-"jected, his horſes were reduced to ſkeletons, and very unfit for "the journey home, under a load. In a few days, this poor man "appeared again, to acquaint me that neither grain nor meal could "be had at Inverneſs, or elſewhere in that country; and that his fa-"mily and neighbours were, by that time, looking out for his re-"turn with the means of their preſervation. The account of the "ſcarcity

where ſcarcity and famine carry off numbers annually. Theſe iſlands, though in general rugged, and incapable of agriculture, have many ſmall, well-inhabited valleys and ſtraths upon their ſhores and lakes. The produce is ſimilar to that of the main land; and alſo their wants. To this range of iſlands, containing 48,000 people, the propoſed towns would give immediate relief, beſides enabling them to extend the fiſheries, for which buſineſs all iſlanders are naturally adapted.

If theſe towns would diffuſe ſuch bleſſings amongſt the remote diſtricts, and iſlands, we may eaſily conceive the ſtill greater benefits to the centrical line and coaſt on which they ſhall be immediately placed. The object is great, humane and politic; immortal fame awaits thoſe in power who ſhall accompliſh it. The ſituations mentioned in the former editions, for the erection of towns, having been generally approved of, by mariners, fiſhers, traders, and natives of all degrees in life; I reſume the ſubject with conſiderable ſatisfaction, and ſhall add ſuch further particulars as may tend to elucidate the ſame to perſons in both kingdoms who are unacquainted with thoſe parts. The nautical information communicated to the public by that able and experienced navigator Mr. Mackenzie, being too expenſive for general ſale,

" ſcarcity at Inverneſs rendered my ſituation more embarraſſing " than before; our own people, and the poor, had a prior claim " to my attention; I poſitively refuſed that relief which muſt " have been given at the expence of others, in the ſame ſituation. " The poor man, having liſtened with impatience, and watery eyes, " to the dreadful words, repreſented in very moving terms, the " feelings and ſituation of his family and neighbours, ſhould he " return empty-handed," ' Give me, ſaid he, one boll, and you ' ſhall have the price of three bolls; here, Sir, are the three guineas, ' I muſt not go back without meal, otherwiſe we muſt all periſh, ' there is no remedy elſewhere.' " Unable to reſiſt the ſimple, " but genuine eloquence of the poor man, I ordered him a boll of " meal, with which, and his money, I deſired he would inſtantly " depart to his family; which order he immediately obeyed in " tranſports of joy and gratitude,"

I ſhall

I ſhall give his remarks verbatim, in turned commas, relative to the propoſed ſituations, that of Loch Gilp excepted.

1. The firſt town ſhould be at the propoſed canal between Lochfine and the Atlantic, in that diviſion of Argyleſhire called Knapdale.

" * Loch Crinan, being open to the weſt, is not " ſufficiently ſheltered for veſſels in the winter-" time; nor is it ſafe to ride long in it at any " time of the year. The ground, however, is " clean, and in ſome parts very good; and it " may be convenient, on ſome occaſions, to run " for this bay, when the wind or tide is contrary, and " a veſſel bound to the northward cannot get to " Carſeg, or to the ſmall iſlands of Jura, where there " is better ſhelter. The beſt anchorage is between " Ilan-Daveyn, and the rock, which is always above " water, that lies about a quarter of a mile eaſtward " of it. In moderate weather, a ſhip may ſtop any " where northward of Ilan-Daveyn, about two cables " length from the iſland."

This ſituation hath the advantage of a ſoil partly level, and tolerably fertile. Knapdale abounds in black cattle, ſheep, wood, and limeſtone. The cattle are driven to the Low Countries for ſale. The woods on the banks of Lochfine are uſed in forges, and burnt for charcoal on the ſpot, by an Engliſh company for the ſupply of their iron works, and other purpoſes. Eſdale, and other ſmall iſlands on the coaſt, are compoſed of ſlate, or nearly ſo, of which about 3,000,000 are tranſported annually to various parts of Great Britain, Europe, and America.

The tract around the head of Loch Crinan, on the Atlantic ſide of the peninſula, is both fertile and plea-

* Though the above extract was inſerted in the article of canals, it is repeated in this place for the conveniency of the reader. I follow this gentleman alſo, in dimenſions and diſtances, upon the weſt coaſt; where he differs very conſiderably from other authors and charts.

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ſant; an extenſive plain, from which the ſea hath ſeemingly receded, affords paſture for large herds of black cattle. The riſing grounds on the north and eaſt, aſſiſted by lime and ſea wreck, raiſe crops little inferior to the beſt tracts in the Lowlands.

Whoever viſits the church-yard of Kilmartin will conſider this diſtrict as having been the ſeat of numerous warriors, who are repreſented on the tomb-ſtones, in their armour; but it is affirmed by the inhabitants, that many of the ſtones, with the fineſt effigies and carvings, were brought from Icolmkill, the antient ſepulchre of kings and heroes. Many ſmall caſtles ſtill remain in this diſtrict, moſtly uninhabited, and ſome ruinous.

At the diſtance of 8 miles north-eaſt from Crinan is Loch Awe, an inland lake of great depth; its banks an intermixture of woods and arable ground. Its waters afford a plentiful ſupply of trout and ſalmon to the gentlemen of the neighbourhood.

On the weſt ſide of Knapdale lies the iſland of Jura, ſeparated from the main land by a narrow, but navigable channel, called the ſound of Jura. This iſland is 20 miles in length, from 5 to 7 in breadth, and hath the appearance of one continued mountain, compoſed of rock, and covered with heath. Formerly it contained 1200 inhabitants; but the number hath been lately reduced through famine and migration; yet their ſhores abound in fiſh, and, in 1784, the whole ſound of Jura, with the lakes on the main land, were crowded with herrings, which in a great meaſure were loſt to the inhabitants, from the want of caſks, ſalt, and capital. No herrings were cured, no buſſes appeared. The captures by the boats were laid, every morning, in heaps upon the beach, waiting for purchaſers. The country people flocked thither from all parts, ſome as far as Crief in Perthſhire, at the diſtance of 80 miles. Theſe poor people travelled night and day with little reſt or ſleep. Some had ſmall horſes with a hamper on each ſide; others, in more opulent circumſtances, were furniſhed with

little

little carts. At length, when the country was ſupplied, the fiſhery ceaſed, though the herrings had not left the coaſt. Some perſons propoſed to cart the herrings acroſs the iſthmus to Lochfine, from whence they could be conveyed by water to Greenock. Had there been a town or village in this diſtrict, with neceſſary materials for taking, ſalting, and packing, it is probable that 50,000l. might have been realized in a few weeks. This loſs is the more to be regretted, as the herrings ſeldom fall upon that ſouth coaſt in ſuch quantities, as appeared between June and October *.

In all probability the ſame ſhoal, or a detachment from it, made a voyage to the Mull of Cantire, which having doubled, they crowded northward by the Firth of Clyde, and from thence entered Lochfine, where 500 veſſels might have been loaded in a few weeks. Here the country people found encouragement for their induſtry, by means of the water communication from this loch to Greenock, Paiſley, and Glaſgow.

Lochfine, the largeſt of all the Scottiſh lakes, and often the reſort of the herrings, when the waters with which it communicates are forſaken, merits a particular deſcription.

The length of this lake from Skipniſh Point northward, beſides the windings, is 30 miles; its breadth from 1 to 7; but, if taken in its largeſt ſenſe, from Campbeltown, it will be found to meaſure 54 miles. Its depth is ſtill more extraordinary, being from 10 to 92 fathoms. The herrings ſometimes croud in ſhoals to the very head of it, purſued by the larger fiſh, and attended by gulls and other voracious ſea fowls, who ſkim inceſſantly upon the ſurface of the water, where booty can be had to reward their labour. White fiſh are ſo plentiful, that large haddocks

* Except the mackarel, nothing can exceed the brilliancy of the herring immediately after they are taken. At this time they afford delicious eating after being nitched and broiled; and their fleſh is perfectly white.

are ſold at Inverary for 6d. per dozen; ſmall cod, at nearly the ſame price; turbot, ſkate, and whitings, almoſt for nothing. Thoſe however, who carry their freſh fiſh to Greenock, get a good price.

The great depth of water affords ample ſcope for thoſe monſtrous fiſh, the whales; two of whom, attended with leſſer fiſh of that ſpecies, and alſo thouſands of ſea-gulls, frequented this loch during great part of the winter 1784; brought thither, probably, by the before mentioned ſhoal of herrings, and from whoſe long ſojourning in that narrow water, the inhabitants prognoſticated a good fiſhery during the following ſeaſon. The whales were of the largeſt ſize, and the ſmaller fiſh, poſſibly grampuſſes, above 20 feet long. It is by the movements of theſe fiſh, and the birds, that the country boats know where to ſet their nets in the fiſhing ſeaſon. Such are the natural advantages of the propoſed paſs between the trading, and the uncultivated diviſions of the kingdom. Having Lochfine on the eaſt, and the ocean on the weſt, it enjoys every poſſible advantage for the fiſheries. Situated amidſt the ſhoals of herrings which occaſionally viſit that lake, and the Firth of Clyde, the inhabitants, completely furniſhed with boats, and decked veſſels, ſalt and caſks, would be ready on the firſt approach of the fiſh, and in all kinds of weather, to ſink their nets, and even to attempt the floating fiſhery; thereby gaining, almoſt at their doors, the means of commerce and wealth. Or ſhould the herrings appear on the weſt ſide of the peninſula, the people, by means of the canal *, would ſoon arrive at the fortunate lake or bay. Their

* I have not been able to form a poſitive concluſion reſpecting the comparative natural advantages and diſadvantages of the two oppoſite bays at the extremities of this paſs, for the purpoſe of eſtabliſhing the propoſed town or market; I ſhall only therefore ſtate a few remarks which ſeem to give Loch Gilp the preference.

Around

Their local ſituation and ſuperior opulence would alſo enable them to embark in the white fiſheries with boats and veſſels, better manned and provided than thoſe which the indigent natives uſe at preſent. This place would likewiſe become the great reſort and thoroughfare of mankind, a centrical mart to which the Highlanders from all the northern parts of the main land, and the numerous iſlands facing that coaſt, would bring the produce of their country and ſeas, as to a ready market; or ſhould that fail, they would find themſelves within two tides of Greenock upon the Clyde, of itſelf a conſiderable mercantile town, but ſtill more important from its being the chief port of Glaſgow, a city well known in the commercial world. On the other hand, the people of the Lowlands would reſort to this Highland mart, to ſell or barter their various manufactures; and even the Engliſh riders, who in all ſeaſons, and in all kinds of weather, pay their reſpects to every town in Scotland, would find their way to the banks of Lochfine, with their ſamples from London, Coventry, Birmingham, Mancheſter, Sheffield, Leeds, Wakefield, Kendal, and other induſtrious towns of that induſtrious kingdom *.

Upon

Around this bay the ſoil is good, and the communication with the Clyde eaſy and expeditious, without the trouble of navigating the canal. Loch Gilp is likewiſe a ſtage on the main road from Inverary to Campbeltown, and Ireland. A road is alſo forming, at the expence of the gentlemen of the county, from this place to Oban, and the whole north-weſt coaſt of Argyleſhire.

* Thirty of theſe riders are ſometimes in Glaſgow at the ſame time. They live well at the inns, where they ſpend freely, and treat their cuſtomers like gentlemen. They have often reaſon to complain of the ſcarcity of caſh, and the poverty of the people. Were the meaſures recommended in theſe ſheets completely adopted, and vigorouſly proſecuted, theſe complaints would ceaſe. The Engliſh traders, inſtead of hundreds, would take thouſands, and better paid. Many traders are their own riders. They behold, with their own eyes, the integrity of their cuſtomers, and the difficulty which theſe people find in attempting to

Upon the whole, this opening or paſs to the *terra incognita* of the Britiſh dominions, accommodated alſo with a place of general traffic, would be the key to thoſe numerous ſhores, lakes and iſlands, whoſe hoſpitable and virtuous natives have been left to the mercy of boiſterous elements and unpropitious ſeaſons, to languiſh and to periſh through neglect, famine and deſpair. This therefore becomes the firſt object of attention in the improvement of theſe weſtern coaſts; the ground-work of the whole arrangement, worthy the immediate attention of the legiſlature, and calling ſtrongly upon the feelings of every liberal humane mind in both kingdoms.

2. OBAN. The diſtrict lying north of this place is called Nether and Mid-Lorn. It is almoſt environed with water, viz. The ocean on the weſt, Loch Etive on the north, and Lochfine on the eaſt. The coaſt is every where indented with ſounds, lochs, bays and creeks, as Loch Craigniſh, abounding in ſmall iſlands; Loch Melfort, Loch Fechan, the ſound of Kerrera, Oban bay, and the beautiful Loch Etive; whereon ſtands the antient royal caſtle of Dunſtaffnage. On the banks of theſe waters are many tracts of good arable ground, and much wood. The coaſt is almoſt covered with inhabited ſmall iſlands, as Scarba, Lung, Torſa, Eſdale, Seil, and Kerrera. Thoſe iſlands, and ſome part of the oppoſite coaſt, afford inexhauſtible quarries of excellent ſlate. Some of them, aſſiſted by limeſtone and ſea-wreck, produce good crops; but neither the moſt

diſcharge a moiety of their debts. This, the Engliſh trader laments, while, from his confidence in the people, he ſolicits freſh orders. "I would ſooner," ſays he, "trade with my Scotch "friends to the extent of three thouſand pounds annually, than "with America or the Weſt Indies, for double that ſum. Here "my money is generally ſafe, my cuſtomers are within the reach "of an annual journey; if they cannot diſcharge the old ſcore, "they do as far as their abilities enable them. If they were in "better circumſtances, my claims would be better paid."

fertile

fertile tracts, nor the moſt favourable ſeaſons in the Highlands, furniſh ſufficient ſupplies of grain for the inhabitants.

The coaſt of Lorn, hitherto unfrequented by travellers, is now laid open by means of a road generouſly carrying on at the expence of the country gentlemen.

This medley of land and water, of heathy mountains, naked rocks, and ſloping fields; of little iſlands, bays, creeks, head-lands, and narrow channels, overlooked by the lofty mountains of Jura and Mull, * riſing majeſtically from the Weſtern Ocean, forms a landſcape too complicated for proſe deſcription, but which may furniſh the bard of ſome future period, with rich materials for the flights of his imagination †.

Towards

* The lofty mountains of Jura riſe in the form of a ſugar-loaf, and are called the paps of Jura. The higheſt is nearly 3000 feet, and commands a moſt extenſive proſpect of the Hebrides, the north of Ireland, and the firth of Clyde. The people of this iſland are remarkable for longevity, and are ſubject to few diſtempers, except thoſe which ariſe from want of nouriſhment.

† In this diviſion is the gulph or whirlpool of Corryvrekan, which is thus deſcribed by Mr. Mackenzie:—"Corryvrekan is a violent breaking ſea and whirlpool, formed between the iſlands Jura and Scarba, which will waſh over any ſhip's deck, and be apt to ſink her if the hatches are open. The whirlpool is occaſioned chiefly by an exceſſive rapid tide, which runs over a high ſteep rock, which lies on the north ſide of the ſound, near the weſt point of Scarba. The rock tapers almoſt to a point at the top; over which the leaſt water found was 16 fathoms: about 25 fathoms from it, on the eaſt and weſt ſides, the water is 36 fathoms deep; and 50 fathoms from it, the depth is 47 and 50 fathoms; 50 fathoms from it, north-weſt, the water is 83 fathoms deep; and 200 fathoms from it, ſouth-weſt, the depth is 91 fathoms; ſo that this rock muſt be near 100 fathoms perpendicular, and its top 16 fathoms below the ſurface of the ſea. At this rock the ſtream is ſo exceſſively rapid, and the ſea ſwells and breaks ſo violently, even in the calmeſt weather, that it is impoſſible to meaſure the greateſt celerity of the ſtream; but it does not ſeem to be leſs than 12 or 14 miles an hour. The principal ſtream of flood enters this ſound from the eaſtward, and runs out towards the north weſt, forming an eddy about 2 miles long on the weſt end of Scarba. During

Towards the northern extremity of Mid Lorn, is the beautiful ſound of Kerrera, and Oban bay, deſtined by nature for a place of trade. "In the "ſound of Kerrera, by ſome called the Horſe-ſhoe, "from a ſmall creek in Kerrera, which is ſo named "there, is very good anchorage for ſhips and veſ-"ſels of any ſize; and it is a convenient place for "veſſels that are bound either northward or ſouth-"ward. The beſt parts to ride in are in the bay of

the time that the ſtream of flood runs weſtward through the middle of this ſound, there is a counter-ſtream that runs eaſtward, cloſe along the ſhore of Scarba; and at a ſmall point of that iſland, oppoſite to the whirlpools, is reflected ſouthward toward them; and by its oblique direction, contributes to increaſe their egration, and the rage of the waves. This counter-ſtream ſeemed to run about 5 or 6 miles an hour; for a boat with 6 oars, in a calm day, could not ſtem it. The ſea here continues to break, during ebb-tide, as well as with flood, but not ſo violently as with the flood. The ſea rages, and forms itſelf into whirlpools on the Jura ſide of the ſound likewiſe, both with ebb and flood; but the waves do not ſwell to ſuch a height as in the part called the *gulph*, on the Scarba-ſide. During ſlack-water, which continues about half an hour with ſpring tide, and a whole hour with neap tide, the ſea in this ſound is as ſmooth as in other neighbouring parts. The ſtream of flood and ebb ſets in on the Jura ſide, half an hour ſooner than on the Scarba ſide.

If a veſſel happens to be becalmed near the eaſt entry of this ſound, with flood and ſpring tide, if there is not a briſk breeze of wind, it will be in vain to get paſt Corryvrekan, either by ſailing or towing: the moſt prudent way ſeems to be, to ſecure the hatches, and every thing that is looſe on deck, and to endeavour by the ſails and helm, to ſteer the veſſel right through the middle of the ſound, ſo as the tide may carry her between the moſt violent breakers, which lie on each ſide. If the tide ſhall happen to carry her very near the Jura ſide, it will be beſt not to attempt to get clear of it altogether, but to keep ſo near to it as that the tide may carry her between the eaſtmoſt ſmall iſland and Jura; by which means, if the wind is any thing favourable, ſhe may be brought into a ſmall bay in Jura, oppoſite to the little iſland, where ſhe may ride on clean ground, and pretty well ſheltered, till the tide becomes favourable. To avoid being carried through Corryvrekan, when coming from the ſouth with flood-tide, keep near Riſantra iſland, and then a moderate breeze of wind will be ſufficient to carry the veſſel paſt the ſound of Scarba: or the tide alone will do it, except when it is about an hour before high water.

"Oban; and oppoſite to Oban, near Kerrera; and "between the ferry-houſe of Kerrera and Ardna-"chroik, neareſt the latter, on 8 or 10 fathoms, "without going within the bay, for it ſhallows faſt "near that ſhore."

Oban bay is defended from weſterly and ſoutherly winds by the iſle of Kerrera, which, at a ſmall diſtance, ſtretches directly acroſs it; on the eaſt it is completely ſheltered by the high lands of the continent. It is however open to north-weſt winds, which ſometimes force in heavy ſeas by a narrow channel at the termination of Kerrera. Oban Bay hath from 11 to 26 fathoms water; a depth ſomewhat inconvenient for ſuch veſſels as reſort thither. * Oban lies in the tract of fiſhing veſſels and coaſters paſſing to and from the North Highlands; and being ſituated near the entrance of the great Loch Linnhe, it may be conſidered as the weſtern port of the propoſed navigation between the Atlantic and Inverneſs. It lies alſo at the ſouth entrance of the ſound of Mull, a capacious channel, which ſeparates that great iſland from the continent. The iſlands on the ſouth, to which Oban is the port, have already been mentioned.

In front and on the north are Kerrera, Liſmore, and Mull. Kerrera is a pleaſant improveable iſland, 3 miles in length. Liſmore is above 7 miles in length; and being compoſed of limeſtone, is conſidered as the granary of that coaſt. Mull is 25 miles in length, and in ſome parts nearly the ſame in breadth. It is in general a rugged barren country, incapable of ſupplying its inhabitants in grain, for which it chiefly depends upon the port of Oban, as doth the whole coaſt and iſlands of this diſtrict, Liſmore excepted.

Some years ago, the convenient ſituation of Oban

* Which afforded ample ſcope for two young whales, who in Auguſt 1784, followed the herrings into this bay and remained ſeveral days, playing upon the ſurface.

for the relief of the people, and the various purpoſes of navigation, commerce and fiſheries, being repreſented to government, a cuſtom-houſe was built at the head of the bay, but neither key, wharf, nor ſtorehouſe. The want of a key was found ſo very inconvenient, that the collector and comptroller of the place, expended out of their pitiful ſalary, about 20l. in running out a little dike, to which a ſmall veſſel may lay her ſide, and this is the port of Oban. The town conſiſts of two or three ſlated houſes, viz. the cuſtom-houſe, and the inn; alſo a few huts built in the Highland ſtyle.

Fortunately the pariſh church is within 4 miles; a ſhort ſtep for a Sunday mornings exerciſe, compared to 20 miles, the medium diſtance in other parts.

Two merchants reſide at Oban, the landlord of the inn and his brother; who jointly carry on the whole trade of the place. They ſupply the continent and iſlands with meal from the eaſt coaſt, by the Pentland firth; and with other neceſſaries, from Glaſgow, by the mull of Cantire. They have alſo a concern in the remaining herring buſs fiſhery beforementioned; and here I ſaw the crew of a veſſel go through a cloſe examination reſpecting their age, reſidence, &c. at the cuſtom-houſe, on their clearing out for Loch Broom. They were in general ſhort, but ſtout young men, and ſeemed to be in good ſpirits; they loved Rodney with all their hearts, and did not fear the Monſieurs and the Dons; no, nor the Mynheers neither, ſhould they all three come athwart the Britiſh line.

3. Loch Sunart. Northward of Oban lies Loch Etive, a narrow inlet of conſiderable length; Loch Crerin, and the Linnhe Loch, whoſe waters almoſt environ Upper Lorn, a country abounding in pictureſque views.

On the north ſide of the Linnhe Loch is the laſt diſtrict of Argyleſhire, called Morven*, environed

* The native country of Fingal, the Caledonian monarch, of whoſe exploits the Highlands abound in traditionary ſongs, and wonderful ſtories.

alſo

alſo by water; and on the weſt lies the main length of the iſland of Mull, ſeparated from the continent by the ſound of Mull, a noble and ſafe channel, 11 miles in length, ½ to 1½ in breadth, and accommodated with ſeveral excellent bays, particularly Tobirmoire bay, an extenſive circuitous baſon, on the Mull ſide, where in 1588, the Florida, one of the largeſt ſhips of the Spaniſh armada, was blown up by Mr. Smollet of Dumbarton. Several attempts have been made to recover the ſuppoſed treaſure on board, though at the depth of 60 feet. Pieces of gold and ſilver, beads, pins, toys, and ſome fine braſs cannon, have been recovered, but not ſufficient to defray the expence.

At the north entrance of the ſound of Mull, on the continent, is Loch Sunart, "a long arm of the "ſea, reſembling a river, and very little ſtream of "tide in it. It is quite well ſheltered, the ground "almoſt all of it clean and good, and capable of "ſeveral hundred ſail of the largeſt ſhips. The "greateſt inconveniency of this harbour is, the nar-"rowneſs of the entrance, which is little more than "a cable's length wide in the beſt channel. Small "veſſels, to ride in a conſiderable depth, muſt lay "one anchor on ſhore, except at the head of the "loch; but large ſhips may anchor almoſt any "where above a cable's length from the ſhore.

"Kyleſnacon, on the ſouth ſide of the iſland Oro-"ſay, is an extraordinary good place to ride in, "being well ſheltered, the ground good, and the "depth ſufficient for any ſhips. The bight on the "eaſt ſide of this iſland is alſo good anchorage, "about a cable's length from the ſhore.

"Between the two largeſt iſlands off Camiſeen, "there is good anchorage on 7 or 8 fathoms water. "Alſo on the weſt ſide of the point and iſland, ſouth-"eaſtward of Camiſeen."

Loch Sunart penetrates above 12 miles into the

country of Morven; abounds in ſmall iſles, and is navigable for large ſhips the whole way.

Its ſituation, at the north entrance of the ſound of Mull, facing Tobirmoire bay, points out the utility of an eſtabliſhment at this place, which would enliven an extenſive diſtrict on the continent, and the northern part of Mull. The diviſion of Morven, called Ardnamurchan, is in general a level corn country, and very populous. That excellent, but unfortunate gentleman, Sir William Murray, perceiving the abundance of lead ore upon the banks of Loch Sunart, began and completed the expenſive operations of mining, in which ſome hundred people have been employed at Strontian. But the glory of Loch Sunart is its woody banks, occupying a ſurface of 10,000 acres, and affording a never-failing ſource of wealth to the proprietors.

4. Loch Urn. The northern extremity of the ſound of Mull is formed by the point or cape of Ardnamurchan, the moſt weſterly land of the continent; and here leaving Argyleſhire *, and the Campbells, Macleans, and Macneils, we enter Inverneſsſhire, the reſidence of the Macdonalds, Macleods, Camerons and Fraziers. This ſhire, with Roſs and Sunderland, extends from ſea to ſea, thereby enjoying a double fiſhery, of which the weſt coaſt is the moſt conſiderable.

After doubling Ardnamurchan, the firſt inlet is called Loch Moydart, which receives the waters of Loch Shiell, a narrow inland lake, which ſtretches in the direction of Fort William, but its communication with Loch Moydart is not navigable, and nature hath formed a barrier againſt any paſſage by this channel from Fort William and the weſt ſea. Paſſing Loch Hallyort, Loch Morrer, Loch Neviſh,

* The length of Argyleſhire from the point of Ardnamurchan to the Mull of Cantire is 114 miles; the medium breadth from 30 to 40 miles, except the peninſula of Cantire, which is from 5 to 9 miles. To this great extent of territory may be added Illa, Jura, Mull, Tirey, Coll, and a number of leſſer iſlands.

and

and various bays of inferior dimenſions, we arrive at Loch Urn "in Glenelk, a large well-ſheltered arm "of the ſea, of eaſy acceſs, the ground good, and "capable of receiving a numerous fleet of the largeſt "ſhips. They may anchor any where from Raſer to "Bariſdale, only avoiding a ſpring-tide rock on the "north ſide, which is a little eaſtward of Arniſdale. "Small veſſels may ride in a moderate depth in "the bay of Arniſdale, between the rock off the "eaſt point and the ſhore, on 9 or 10 fathom water. "Oppoſite this loch is Lochindaal, a ſmall bay in "Sky, where ſhips of any burden may ride ſafe, par-"ticularly on the ſouth-weſt ſide, under ſhelter of "the peninſula. Go not further up this bay."

The advantages to navigation from two oppoſite bays, one on the continent, 5 miles in length, and the other on an iſland, need not be enumerated, and this circumſtance, as well as the excellency of Loch Urn for ſhipping and the herring fiſheries, gives it a preferable claim to become the mart of this double coaſt.

The back country falls off in natural produce, as doth the whole coaſt from Argyleſhire to the Pentland Firth; but the ſea hath made ample amends. Where corn fails, fiſh abound. The ſhoals of herrings appear upon the more fertile coaſt of Argyleſhire once in an age; but along the ſterile ſhores of the north, they crowd to the furtheſt extremity of the lochs, unleſs when the north-eaſt winds keep them out at ſea. Of theſe ſhoals, Loch Urn hath occaſionally a good ſhare *.

Oppoſite

* Mr. Pennant thus deſcribes Loch Urn, which curioſity led him to explore in a boat.—After a ſtruggle of 3 or 4 miles, with wind and tide adverſe, we put into Loch Urn, on the Inverneſs coaſt, and anchored near a little iſle on the ſouth ſide, 4 miles within the mouth land on the north ſide, 3 miles diſtant from our ſhip, and viſited Mr. Macleod, of Arniſdale. I ſhall never forget the hoſpitality of the houſe: before I could utter a denial, three glaſſes of rum, cordialized with jelly of bilberries, were poured into me by the irreſiſtible hand of good madam Macleod. Meſſrs. Lightfoot

Oppoſite this Loch, at the diſtance of 2 miles, is the iſle of Sky, 54 miles in length, equal in dimenſions to Cheſhire, and containing 15,000 inhabitants. Though the iſland is, upon the whole, one continued maſs of heath and mountains, it exports 3 or 4000 black cattle annually, and hath ſome ſpots of fertility, particularly the diſtrict of Strath, which lies contiguous to Loch Urn. To this great iſland therefore the propoſed market town will be eſſentially beneficial, as well as to the leſſer iſlands of Canay, Rum, Scalpa, Raſay and Rona. Loch Urn is alſo in the neighbourhood of Bernera, the uſual paſs between the continent and Sky, furniſhed with barracks ſufficient to lodge 200 men, and from

Lightfoot and Stuart ſallied out in high ſpirits to botaniſe; I deſcended to my boat, to make the voyage of the lake.

Steer ſouth-eaſt. After a ſmall ſpace the water widens into a large bay, bending to the ſouth, which bears the name of Barriſdale; turn ſuddenly to the eaſt, and paſs through a very narrow ſtrait, with ſeveral little iſles on the outſide, the water of a great depth, and the tide violent. For 4 miles before us the loch was ſtraight, but of an oval form, then ſuddenly contracts a ſecond time. Beyond that was another reach, and an inſtaneous and agreeable view of a great fleet of buſſes (Auguſt 6) and all the buſy apparatus of the herring fiſhery; an unexpected ſight at the diſtance of thirteen miles from the ſea. A little further the loch has a very narrow inlet to a third reach, this ſtrait is ſo ſhallow as to be fordable at the ebb of ſpring tides; yet has within, the depth of ten and ſeventeen fathom: the length is about a mile; the breadth a quarter. About ſeven years ago it was ſo filled with herrings, that had crowded in, that the boats could not force their way, and thouſands lay dead on the ebb.

The ſcenery that ſurrounds the whole of this lake, has an alpine wildneſs and magnificence, the hills of an enormous height, and for the moſt part cloathed with extenſive foreſts of oak and birch, often to the very ſummits. In many places are extenſive tracts of open ſpace, verdant, and only varied with a few trees ſcattered over them: amidſt the thickeſt woods aſpire vaſt grey rocks, a noble contraſt! nor are the lofty headlands a leſs embelliſhment; for through the trees that wave on their ſummit, is an awful ſight of ſky, and ſpiring ſummits of vaſt mountains.

On the ſouth ſide, or the country of Knodyart, are vaſt numbers of pines, ſcattered among the other trees, and multitudes of young ones ſpringing up.

whence

whence there are military roads to Inverneſs, Edinburgh, and Glaſgow *.

3. GARELOCH. From the north end of Mull in latitude 56-50, to Cape Wrath, in latitude 58-44, the Long Iſland lies parallel to the continent, at the diſtance of 25 to 60 miles weſtward. The intervening channel is divided into two parts by the iſle of Sky, which ſtretches acroſs in a north-weſt direction, till it reaches within 17 miles of the Long Iſland. This channel, where contracted, is called the *Minch*, and is the great thoroughfare of European ſhipping to and from the north ſeas. Through this paſs alſo, the ſhoals of herrings proceed in their ſouthern migration, often filling the lochs of both iſlands, though of little uſe to the inhabitants, from the want of ſalt and other neceſſaries.

On the eaſt ſide of Sky, indulgent nature hath alſo left a channel between that iſland and the continent, of ſufficient depth for ſhips of any burden, but chiefly navigated by herring buſſes and ſmall craft. It commences at the mouth of Loch Urn, is 10 miles

* The miſerable ſtate of the people in this neighbourhood, as repreſented by doctor Johnſon, affords an unanſwerable argument in favour of the propoſed town. Here the doctor experienced the hard fate of all travellers who are under the neceſſity of putting up at the inns of theſe neglected regions. Having travelled from Fort Auguſtus through an almoſt uninhabited tract of near 50 miles, he was told at Glenelg, that on the ſea ſide he would come to a houſe of lime, ſlate, and glaſs. This image of magnificence raiſed his expectations; at laſt he arrived at the inn weary and peeviſh, and began to enquire for proviſions and beds. Of the proviſions the negative bill of fare was very copious. Here was no meat, no milk, no bread, no eggs, no wine. He did not expreſs much ſatisfaction. Here, however, he was to ſtay. A new diſappointment awaited him. He goes to examine his lodging. Out of one of the beds, on which he was to repoſe himſelf, ſtarted up, at his entrance, a man black as a cyclops from the forge. Sleep, however, was neceſſary. A faithful guide from Inverneſs at laſt found ſome hay, which the inn could not ſupply. He directed the Highlander to bring a bundle of it into the room, and ſlept upon it in his riding coat. Mr. Boſwell being more delicate, laid himſelf ſheets, with hay over and under him, and lay in linen like a gentleman.

in

in length, and in one place a quarter of a mile only in breadth, where droves of horſes and black cattle are ſwam over from Sky to the continent for ſale. The horſes are puſhed off a rock into the ſea, and conducted over, 4 at a time, by a little boat and two men, having a pair of horſes on each ſide, held with halters. The black cattle are ſwam over in droves from 6 to 10 or 12 at a time, tied with ropes faſtened from the horn of one to its tail, and ſo to the next; the firſt being faſtened to the pilot boat. Through this paſs alſo, the herrings, in certain winds, penetrate to the ſouth, when of courſe every opening is filled. Spring tides run here at the rate of 7 miles an hour, and the channel abounds in ſafe bays, generally ornamented with the caſtles or ſeats of the proprietors of theſe ſhores. Near the north end of the channel, we enter Roſsſhire, poſſeſſed chiefly by the Mackenzies, and Monroes. The coaſt, after paſſing the ſound of Sky, is one continued line of bays and lochs, as Loch Duich, Loch Carran, Loch Kiſſerne, Loch Toſcaik, Applecroſs bay, where the main expanſe of the channel again opens to view, having the continent on the eaſt, Sky on the ſouth, the Long Iſland on the weſt, and the main ocean on the north. It contains a ſurface, of 55 miles in length, by 40 upon a medium in width, unincumbered with rocks or ſhallows, abounding in fiſhing banks, its ſhores on every ſide deeply indented with lakes, ſome of them extending above 10 miles within land, and all of them the occaſional reſort of herrings in boundleſs numbers, and of excellent quality; beſides white fiſh, flat fiſh, ſalmon, trout, and ſhell fiſh. To theſe favourable circumſtances, is to be added the contiguity of theſe inhabitants to the great north-ſea white fiſheries, from which much wealth may be realized, were the people accommodated with ſtores, proviſions, and fiſhing materials.

Such are the local and maritime advantages of this

northern

northern corner, and if we alſo take into the account the number of people around theſe lochs, their promptitude, and natural fitneſs for fiſheries, whether by boats or decked veſſels; the diſpoſition of the gentlemen for affording them every encouragement and relief, as far as their abilities will admit; a ſeaſonable effort on the part of government, in favour of this diſtrict, will enſure the moſt ſubſtantial benefits to the Britiſh kingdoms, in ſtrengthening their navy, extending their exports, and introducing their manufactures amongſt a numerous people hitherto known only by name to the empire. To this channel, or more properly this capacious bay *, itſelf a fiſhing ground, environed alſo with more than 50 openings,

* Though each loch, bay, ſound or creek, however ſmall, hath a name, yet this large body of water, and its fiſheries, have no particular appellation, being promiſcuouſly called the Loch Broom, or the Hebride fiſheries. We have an Engliſh channel, an Iriſh channel, and a Saint George's channel, but no Scottiſh channel; and as this ſea lies immediately within that kingdom, I had reſolved to propoſe that it ſhould hereafter be diſtinguiſhed by that name, upon charts and maps. Contemplating afterwards, the beneficent diſpoſition of his preſent majeſty towards all his ſubjects, without diſtinction or partiality; his confidence in a people who had long been kept at a diſtance from the throne; the ſtill further indulgencies propoſed in favour of their country, the proſpect of ſucceſs, and the happy change which is likely to be effected thereby during his majeſty's reign, I wiſh to perpetuate the remembrance of that reign and thoſe events, throughout the Highlands, by honouring them with the title of KING GEORGE'S CHANNEL, and this, in the name of all Highlandmen of whatever rank or deſcription. And it being the ſociable practice of Highlandmen in all ages, to ſeal, ratify, and waſh down every compact or bargain, in good old ferntoſh, let every loyal patriot pay a due regard to the following ſentiments:

The King and Royal Family.

May the ſpirit of the Engliſh conſtitution reach every glen, ſtrath, and ſhore of the Highlands, with the Hebride iſles.

The Land of Cakes.

May the Improvement of the Highlands and Fiſheries engage the attention of King and Parliament.

Short communications with the Clyde and the Murray Firth, free of tonnage dues.

The

openings, the great receptacles of fiſh, and contiguous to thoſe inexhauſtible ſources which a ſurrounding ocean affords, the attention of the public ſhould be particularly directed.

On the Long Iſland at Stronaway, one of the fineſt bays in Europe, no effectual eſtabliſhment hath yet been made, though for a time the reſidence of Dutchmen, and greatly encouraged by the late Earl of Seaforth and his ſucceſſor.

The trifling progreſs of this place, in a courſe of two centuries, affords a freſh proof that public munificence well applied, and that only, can effectually accompliſh the great object of improving thoſe remote ſeas and lakes, and of bringing their valuable productions into the general line of Britiſh commerce.

After leaving Applecroſs bay, and its well-cultivated populous ſhores, the great Loch Torridon preſents itſelf; "a long arm of the ſea, of eaſy acceſs, "well ſheltered, and almoſt all of it good holding-"ground. Several hundreds of the largeſt ſhips may "ride in it in ſafety in all weathers."

Almoſt adjoining to Loch Torridon is Gareloch, or as it is called by the natives Loch Gareloch, "a large bay, ſheltered almoſt on all ſides, with "clean ground in all parts of it, and good holding-"ground in the principal anchoring place, and ca-"pable of a fleet of the largeſt ſhips. There are "no rocks or ſhoals to be feared either in it or near

The ſpeedy erection of Royal Boroughs on the weſt coaſt, where the induſtrious may buy and ſell, not as ſlaves, but as freemen.

The friends of the fiſheries of Great Britain.

May all unneceſſary reſtraints be aboliſhed.

No ſalt duties, or cuſtom-houſe fees.

Liberal bounties to buſſes and boats.

Ready markets in Europe and the Weſt Indies.

The wooden bulwarks of Great Britain.

Prince Henry, and the tars of Old England.

May every hardy fiſherman be ready to ſerve his king and country, when called upon in a juſt cauſe.

"it. Ships may ride in any part of this loch, when "it does not blow hard from the weſt or ſouth-"weſt, particularly on the eaſt ſide of Iſland Longa. "The beſt part in winter is any where between "Iſland Horiſdale and Flowerdale, on from 9 to 20 "fathoms water. Small veſſels may anchor in win-"ter on the weſt ſide of Iſland Horiſdale, on the "ſouth-eaſt ſide of the rock in the ſound which is "always above water."

This noble bay extends near 4 miles within land, by 2 in breadth. Its ſhores are populous, containing 3000 inhabitants, who are alternately engaged in the herring and white fiſheries,* yet theſe poor people bleed their cattle in the ſpring and fall, which they preſerve to be eaten cold; a ſpecies of food very general in the Highlands, from the want of grain. In Buchanan's time they eat both the blood and the meat, raw.

The inhabitants of this place preſerve their potatoes by drying them in kilns.

Gareloch is ſurrounded by little inland lakes and rivulets, containing ſalmon and trout. The edges of the waters are generally covered with timber or

* Herrings, ſays Mr. Pennant, offer themſelves in ſhoals from June to January; cod fiſh abound on the great Sand Bank, one corner of which reaches to this bay, and is ſuppoſed to extend as far as Cape Wrath; and ſouth, as low as Rona, off Sky, with various branches, all ſwarming with cod and ling. The fiſhery is carried on with long lines, begins in February, and ends in April. The annual capture is uncertain, from 5 to 27,000. The natives at preſent labour under ſome oppreſſions, which might be eaſily removed, to the great advancement of this commerce. At preſent the fiſh are ſold to ſome merchants from Campbeltown, who contract for them at two-pence farthing a-piece, after being cured and dried in the ſun. The merchants take only thoſe that meaſure 18 inches from the gills to the ſetting on of the tail; and oblige the people to let them have two for one of all that are beneath that length. The fiſh are ſent to Bilboa: Ling has alſo been ſent there, but was rejected by the Spaniards. This trade is far from being puſhed to its full extent; is monopolized, and the poor fiſhers obliged to ſell their fiſh at half the price to thoſe who ſell it to the merchants.

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6. Loch Ewe. "This is a large well-ſheltered "bay, of eaſy acceſs, a moderate depth of water, "good ground for the moſt part, and where fleets of "the largeſt ſhips may ride in ſafety at all times. "The beſt places to ride in are, on the eaſt ſide of "iſland Ewe; and in the bay of Tunag, on the "eaſt ſide of the bay, off Inveraſpadale, and off "Pluckart, near the head of the loch."

This capacious bay penetrates 6 miles into the country, where it receives, through a narrow paſſage, the waters of Loch Maree, a beautiful freſh-water lake, 12 miles in length, in one part 5 miles in breadth, of great depth, and abounding in ſalmon, char and trout. Of the trout is found the ſpecies which weighs from 25 to 30 pounds. The banks and head-lands of this lake are, as uſual, fringed with woods.

The narrow ſtrait through which the waters of Loch Maree paſs into the bay, is the centrical ſtation between Inverneſs on the eaſt, and Stronaway in the Long Iſland on the weſt, communicating with the former by a military road, with the latter by a government packet, which ſails from port Ewe every ſecond Monday, and hath a commodious cabin. This is the laſt thoroughfare between the two ſeas in Scotland, on which account, as well as its ſituation for the freſh and ſalt water fiſheries, its populous ſhores, and the ſecurity of its bay for ſhipping of all dimenſions, it hath a claim to public attention.

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" Loch Kenard is a harbour on the eaſt ſide of " Iſland Martin, about a mile northward of the " mouth of Loch Broom, in which veſſels may ride " very ſafe on 4 or 5 fathoms water, good ground, " and well ſheltered."

The entrance to this celebrated lake forms a capacious bay, 5 miles in length, and from 7 to 10 in width.

Loch Broom extends 7 miles further into the country, is from ½ to 3 in width, and of great depth. This lake on the weſt, and the firth of Cromarty on the eaſt, approach ſo near each other, that the diſtance in a direct line, between the ſalt water on each ſide, does not exceed 25 miles. The produce of the country around Loch Broom is cattle, which are generally purchaſed by graziers from Yorkſhire; alſo timber, mountains of marble * and limeſtone.

* As the north of Scotland abounds in marble of curious colours and qualities, it may be proper to employ certain qualified perſons to examine into the different veins, and make a report of their obſervations to government. The expediency and utility of ſuch information will appear from the following account of this manufacture in Ireland, delivered in the manner of a journal. Having, ſays the author, obſerved every thing remarkable in Kilkenny, we paid attention to its environs, and among other places viſited the marble mills, the fineſt piece of mechaniſm our eyes ever beheld. I think the inventor, Mr. Collis, ought to have his ſtatue cut by the chiſel of a Praxiteles. This admirable invention is ſituated a ſmall mile below the town, upon the river Nore, in a delightful bottom, the paſſage to it through a pleaſant grove. This engine, or rather the different engines, do their marvellous work by the help of the river, and are ſo wonderfully contrived, that they ſaw, bore and poliſh at the ſame time. I am concerned that I have not judgment enough to deſcribe it fully as it deſerves; had I not ſeen any thing worthy of notice in this kingdom, but this one, I ſhould think all my labours fully paid. Near the mill are apartments called warehouſes, where you may ſee ſuch a diverſity of chimney-pieces, ciſterns, buffets, vaſes, punch-bowls, mugs of different dimen-

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limeſtone. The rivers and freſh water lakes communicating with Loch Broom, abound in ſalmon, trout and char. The ſhores are populous, but the people are diſcontented, and ſtrongly diſpoſed to emigrate. On theſe accounts, Loch Broom appears to be a proper ſtation for a town or village, and ſtill more ſo when we conſider it in a commercial light.

This lake is not only the greateſt reſort of herrings in Britain (the Shetland iſles excepted) but the fiſh have the reputation of being the richeſt, and moſt delicious of any that have been taken in the weſtern ſeas *. Loch Broom hath therefore been the

ſions, frames for looking-glaſſes, pictures, &c. that they would employ the eye the longeſt day, and yet find ſomething to admire. The marble quarry that this precious work is formed from, is not above 200 yards from the mill that does all theſe wonders; and though it is not variegated like the Italian, I am told it is full as durable, and bears as fine a poliſh as any brought from Italy. Though the ſtone in this quarry ſometimes might weigh ſeveral ton, yet the method the contriver has uſed to lift them, draw them out, and convey them to the mill, without any other than manual operation, adds ſtill more to the ſurprize. I am informed this ingenious gentleman ſends yearly ſeveral ſhip-loads to England. Several, I am informed, have been to examine this artful wonder, (for it is open to all) but I cannot hear that any one has attempted to imitate the machinery. It is perpetually at work, like a ſhip at ſea, by night as well as by day, and requires little attendance.

* From Orfordneſs, ſays Sir William Monſon, the herrings direct their courſe to the North Foreland in Kent, where they furniſh both the Engliſh and French ſhores with ſo many as are taken by both nations, though they be both ſhotten, and of the worſt kind.

An eaſterly wind carries them the length of our channel, till they arrive at the Land's End in Cornwall; from thence they divide themſelves like a fleet of ſhips that ſhould be directed by a general. Some go through St. George's channel, betwixt England and Ireland; others to the weſtward of Ireland, till they arrive at the iſlands of Hebrides, the place of rendezvous; and we may ſuppoſe they are at home, by the ſtrength and goodneſs they find in that place; for though they run the length of our channel lean and ſick, yet as ſoon as they repair to thoſe iſlands, they become the largeſt, the faireſt, and the beſt herrings in the world; and here they are taken in loughs and harbours, as I have ſaid, and valued at 40s. the laſt above others.

chief

chief ſcene of the weſtern fiſhery for many ages, and is at preſent the moſt uſual rendezvous of the buſſes from the Clyde, though much diſcouraged by the dangers of a long navigation, which, as hath already been obſerved, might be ſhortened with great facility. Loch Broom hath alſo ſuſtained a temporary misfortune during theſe laſt 7 years, owing, it is conjectured, to the unuſual prevalence of eaſterly and north-eaſterly winds, which force the herrings by another channel, in their migrations ſouthward.

Near this lake is little Loch Broom, $3\frac{1}{2}$ miles in length, half a mile in breadth, and very deep; where alſo the herrings crowd to the fartheſt extremity *.

8. From

* This character of the Loch Broom herrings is thus corroborated by Mr. Pennant, who ate them on the ſpot.—Found in our harbour ſome buſſes, juſt anchored, (July 28) in expection of finding the ſhoals of herrings uſually here at this ſeaſon; but at preſent were diſappointed: a few were taken, ſufficient to convince us of their ſuperiority in goodneſs over thoſe of the ſouth: they were not larger, but as they had not waſted themſelves by being in roe, their backs, and the part next to the tail, were double the thickneſs of the others, and the meat rich beyond expreſſion. It is here proper to remark, that as Mr. Pennant ſpeaks of the ſummer herrings, and Sir William Monſon of the winter herrings, they are both right, though they differ in their deſcription of the ſize; the early herrings are ſmall on their firſt arrival, but they gradually increaſe in ſize, and about December they are very large.

The pariſh of Loch Broom, adds Mr. Pennant, is one of the largeſt on the main land of Scotland, being 36 miles long, and 20 broad. It has in it 7 places of worſhip, but is deſtitute of a parochial ſchool. None of the people, except the gentry, underſtand Engliſh. Diſpirited, and driven to deſpair by bad management, crowds were now paſſing, emaciated with hunger, to the eaſtern coaſt, on the report of a ſhip being there loaded with meal. Numbers of the miſerables of this country were now (1774) migrating: they wandered in a ſtate of deſperation; too poor to pay, they madly ſell themſelves for their paſſage, preferring a temporary bondage in a ſtrange land, to ſtarving for life in their native ſoil.

Before I leave this bay, continues Mr. Pennant, it muſt be obſerved, that there are here, as in moſt of the lochs, a few, a very

8. From Loch Broom to Cape Wrath, the lakes diminiſh in ſize, though not in number, and the coaſt is leſs populous. It is a country little known, being cut off, by ſtupendous ridges of mountains, from any intercourſe with mankind, and is the leaſt productive to individuals or the ſtate, in the Britiſh kingdoms. Lying, however, ſo favourably for the north-weſt fiſheries, and in the track of ſhipping to and from the weſt coaſt of England and Ireland, and the Baltic, a harbour towards Cape Wrath would prove a moſt deſirable ſhelter amidſt the hazardous navigation, and frequent hurricanes on that northern ſhore. The diſtance from Loch Broom to this Cape is nearly 50 miles; the channel, hitherto protected in ſome meaſure by the Long Iſland, now opens to the main ocean, which rages from the north and weſt with inconceivable fury, and where the devoted veſſel ſtruggles, often in vain, to gain ſome creek or bay, amidſt almoſt uninhabited wilds, covered with eternal ſnow.

few, of the natives who poſſeſs a boat and nets; and fiſh in order to ſell the capture to the buſſes: the utmoſt theſe poor people can attain to, are the boat and nets; they are too indigent to become maſters of barrels, or of ſalt, to the great loſs of the public, as well as of themſelves. Were magazines of ſalt eſtabliſhed in theſe diſtant parts; was encouragement given to theſe diſtant Britons, ſo that they might be enabled, by degrees, to furniſh themſelves with the requiſites for fiſhing, they would ſoon form themſelves into ſeamen, by the courſe of life they muſt apply themſelves to; the buſſes would be certain of finding a ready market of fiſh, ready cured; the natives taught induſtry, which would be quickened by the profits made by the commodity, which they might afford cheaper, as taken at their very doors, without the wear and tear of diſtant voyages, as in the preſent caſe.

A bounty on theſe home captures would ſtimulate the people to induſtry; would drive from their minds the thoughts of migration; and would never leſſen the number of ſeamen, as it would be an incitement for more adventurers to fit out decked veſſels; becauſe they would have a double chance of freight, from their own captures, and from thoſe of the reſidents, who might form a ſtock from ſhoals of fiſh, which often eſcape while the former are windbound, and wandering from loch to loch.

In

In the ſelection of a ſtation for the preſervation of many lives, and the ſafety of much property, Mr. Mackenzie is our ſureſt, and almoſt only guide. He points out Loch Laxford as "a capacious very fine "harbour, where there is nothing to fear coming in, "but what is always above water, except one half "tide rock, about a cable's length weſt from Dunſ-"kere; the ground and ſhelter are good; and the "depth moderate for ſhips of all ſizes."

This loch lies in Sutherland, a country inhabited chiefly by a hardy race of that name, brave in war, and ever ready to turn out in defence of our iſland.

## *Of the North Coaſt from Cape Wrath to Dungſbay-Head.*

Loch Laxford lies within 15 miles of Cape Wrath, which having doubled, we leave the Hebrides, and what is called the North-weſt Highlands, and launch upon a coaſt facing the northern ocean, conſidered by mariners, as the moſt dangerous and difficult navigation in theſe kingdoms. To the dark fogs, and frequent hurricanes of the north ſeas, are added the whirlpools, counter tides, and violent currents of the Pentland firth, occaſioned by the weight of the ocean falling upon the narrow channel which ſeparates the continent from the Orkney iſlands. The rapidity of theſe currents, at certain periods of the tide, often baffle all the efforts of the moſt ſkilful ſeamen, to prevent veſſels from being driven againſt the rocks or ſhores on either ſide of this tremendous paſſage. The navigation is equally hazardous in calm, as in ſtormy weather; becauſe, in a dead calm, the ſhip, not being under the government of the helm, is hurried on, with irreſiſtible velocity, to whatever direction the current leads, whether towards the impending rock, the ſandy beach, or the open ſea. On the other hand, ſhould a veſſel

be driven into the firth, by the violence of a tempeſt, in the dark winter's night, her ſituation is dreadful beyond deſcription. Such is the force of the winds and waves, that ſtones of conſiderable ſize are torn from the cliffs, and heaved over the high rocks, into the adjoining field *.

Notwithſtanding theſe obſtructions to the navigation from Ireland, Briſtol, Liverpool, and the whole weſtern coaſt of Great Britain, to the Baltic, nothing hath been done to aſſiſt that navigation, and to leſſen the frequent diſaſters which every ſucceeding winter brings upon thoſe who are engaged in it. Here are no towns, harbours, lighthouſes, dockyards, or carpenters for the repairing of damages. The unfortunate veſſel, though reduced to the greateſt diſtreſs, muſt proceed to the Baltic or the Iriſh channel, before ſhe can receive the ſmalleſt repair. A coaſt of near 400 miles, from Ireland to the Orkneys, could not, in the greateſt emergency, furniſh a ſail, a

* The caverns formed by the violence of the ocean upon theſe ſhores, excite the admiration of every curious traveller. Some of them reach ſo far under ground, that no perſon dares venture to the extremity. They are the reſort of ſeals, ſea-dogs, and fowl; the former of which, the natives, at the riſk of their lives, turn to good account. Theſe bold men enter the caverns in boats, and having lighted their torches, make a loud noiſe, which brings down the animals in a confuſed body, with frightful ſhrieks and cries. They paſs out of the cave in ſuch numbers, that the men are obliged to give way until the torrent hath ſpent itſelf, when they fall upon the ſtragglers, whom they knock on the head with clubs. Some of theſe caverns have openings through the roof like the chimneys of cabbins; through which openings, though at a conſiderable diſtance from the entrance on the beach, the roaring of the ſea is heard like thunder, and ſometimes the foaming ſpray is perceived by thoſe who have courage to approach the verge.

In the pariſh of Far, there is a ſmall head-land compoſed of ſolid rock, into which the ſea enters by one of the moſt curious natural arches in the world, and hath formed a magnificent vault, through which a boat may navigate to the extent of 200 feet from the entrance. Writers converſant in natural hiſtory have not been able to account for this extraordinary effect of the ſea in thus boring a rock, as if done with inſtruments, of ſuch conſiderable extent.

cable, or an anchor. Theſe conſiderations ſerve to enforce the expediency of two harbours on this northern front of our iſland; one near Cape Wrath, on the weſt, and the other within Dungſbay-head on the eaſt.

Nor is the relief of the natives, and the improvement of the country, a matter of leſs importance. Here is a coaſt, extending near 70 miles in length, abounding in white-fiſh, ſeals, oyſters, and other ſhell-fiſh. Its rivers are more copious than thoſe on the eaſt and weſt ſides of that diſtrict. They iſſue from inland lakes, as Loch Loyal, Loch Navern, and are the channels by which ſalmon paſs, to and from, in conſiderable quantities, though little benefit hath been derived from theſe fiſheries in modern times, owing to the neglected ſtate of the country, and the abſence of the proprietors.

The country lying upon the coaſt is more fruitful than might be expected from its northern ſituation; it is highly improveable, and abounds in limeſtone, marle, and iron ſtone. The county of Caithneſs, the reſidence of the Sinclairs, exports, in good years, from 30,000 to 40,000 bolls of grain; but it often happens otherwiſe, when the inhabitants experience a ſcarcity bordering upon famine. The numerous remains of Pictiſh houſes, Scottiſh caſtles, and other buildings upon the north and eaſt ſide of this diſtrict, ſeem to indicate a greater degree of population in former times. Its importance is further confirmed by the Daniſh hiſtorian Torfaeus, in his account of the attempts made by that people to obtain a ſettlement in theſe parts, and the able defence maintained by the natives, through a ſeries of ages, till at laſt the Danes, tired out with fruitleſs expeditions, bade a final adieu to that country, and its warlike inhabitants. Of the many bays along this coaſt, that of Loch Eribole claims the preference, being one of the fineſt roads for ſhipping in the kingdom, and ſo capacious, that ſhips of the line may enter at low water,

and find good anchorage in the ſouth-eaſt part of the bay *.

" Above the iſland Chorie, there is good ancho-
" rage for any number of ſhips on 12 and 14 fathom
" water. It is proper in caſe of ſtans of wind blow-
" ing down from the mountains, to lie at ſome diſ-
" tance from the iſland, ſo as to be able to clear it.
" When ſhips have advanced ſo far as to be off two
" rivulets that run down from a hill on the weſt ſide
" of the loch, that is the proper place to drop an-
" chor. In the ſouth ſide of Riſpan bay, at the en-
" trance of the loch, a few ſhips may lie ſafely."

This fine bay lies in that part of Sutherland called Strathnaver, a county deſtitute of every neceſſary for navigation, or the fiſheries. Its ſituation near Cape Wrath, renders it ſtill more worthy of public conſideration, as a place where the unfortunate and diſtreſſed mariners might be ſupplied with ſtores, proviſions, or materials for enabling them to complete their voyages.

Proceeding eaſtward, we come to Loch Tongue, where, " between the two Rabbit iſlands, ſhips may
" anchor in 4, 5, or 6 fathom water, land-locked
" by Iſland Roan: at about a cable's length ſouth of
" this there is a bank of ſand. On the ſouth-eaſt
" ſide of Iſland Comb, there is a ſmall creek, where
" a few ſhips may lie ſafely in 8 or 9 fathoms water.
" Behind Torriſdale head, on the weſt end of the
" land, ſhips enter with the flood, and lie ſafely." †

" Scrabſter

* Mr. Mackenzie did not ſurvey this and the eaſtern coaſt; the nautical deſcriptions of the former, marked with inverted commas, are copied from a chart of this coaſt, drawn at the deſire of the philoſophical ſociety at Edinburgh.

† Near the ſhore, on the leveleſt part of the firth, there formerly was a ſea-port town, the public mart of Strathnaver. The firth, indeed, with the iſlands, forms a charming harbour. It had almoſt ceaſed to be remembered, that there ever was a town there. But on the 27th of July 1751, a very heavy cloud of rain fell on the adjacent mountains: the ſhowers were peculiarly violent, and their force impetuous. Theſe congregated waters

ruſhing

"Scrabſter road is a very good harbour, where "ſhips of any burden may ride out any ſtorm, upon "6, 7, or 8 fathoms water. The anchoring ground "is good; and beſides, for the better ſecuring of "ſhips, there are two iron rings fixed to the rocks on "the ſhore." Theſe two rings are the only aid to ſhipping between Ireland and the Baltic. Here alſo ſtands the antient town of Thurſo, at the mouth of the river of the ſame name; but though a place of ſome exports in grain, meal, ſalmon, herrings, and white fiſh, the veſſels unaccommodated with a harbour or key, except the two rings above mentioned, are obliged to go up with a ſpring-tide into the channel of the river, where they lie to for loading and unloading, along its banks. This being the only town upon the coaſt of Scotland ſince we left Campbeltown at the diſtance of more than 300 miles, being alſo at the weſt entrance of the narrow ſtrait between the continent and the Orkney iſlands, ſo fatal to navigation, the utility of a key or harbour is obvious.

This place ſeems to have been the capital of the northern coaſt, the reſidence of the earls of Caithneſs and Sunderland, who, ſays Torfæus, were firſt raiſed to that dignity by a charter from Malcolm II. in 1030; the ſame author mentions a count of Thurſo, in 1136, when the place was conſiderable and populous. Thurſo was likewiſe the reſidence of the biſhops of Caithneſs. Its neighbourhood abounds in ruinous caſtles, rude obeliſks, cairns, and other remains of antiquity. The coaſt is fertile, the ſea and rivers are rich, particularly the river Thurſo, which flows from a ſmall inland lake called Lochmore, abounding

ruſhing in a thouſand torrents down the hills, aſſembled in the deep-worn channel of the dale, and, foaming through with their whole united force, ſwept an extenſive bank of ſand to the ſea. On its removal, the ruins of the town were diſcovered; whole ranges of buildings appeared, which had lain from time immemorial beneath the ſand.

ing in ſalmon, and gives employment to 60 nets, which are ſhot every night, and frequently fiſh are found in each of them. This water, not being farmed to ſtrangers, is of courſe a common bleſſing to the whole neighbourhood. But the great fiſhery is at Thurſo, where the river falls into the ſea; and, if report be true, 2500 ſalmon have been taken in one tide, within the memory of man.

Leaving Thurſo, we paſs Dunnet-head, the moſt northern land of Britain, with a tremendous tide on the point of it; and here commences the narrow ſtrait of 6 miles between the main land and the Orkney iſlands, called the Pentland or Pictland firth; ſo named from the Picts, who inhabited the eaſt ſide of the kingdom, while the Scots poſſeſſed the more rugged parts on the weſt ſide. This ſtrait is the great thoroughfare of ſhipping between the eaſtern and weſtern ſeas, the terror of the boldeſt mariners, and the grave of thouſands; where the winter's ſtorms afford many natives, on the oppoſite ſhores, a better livelihood than they could obtain by fiſhing or huſbandry. They ſearch from place to place, and from one cavern to another, in the hopes of finding timber, caſks, and other floating articles of the wrecked veſſels, of whom 6 or 8 are thus ſacrificed ſometimes in one night.

The navigation of this paſs is rendered more dangerous by the iſland of Stroma, and two rocks called the Skerries, lying near the middle of it. Stroma is noted for its natural mummies, being the entire uncorrupted bodies of perſons who had been dead above half a century; light, flexible in their limbs, of a duſky colour, and on whoſe bellies the boys beat like a drum. The coffins are laid on ſtools above ground, in a vault, which being open on the ſea edge, and the rapid tides of the Pentland firth running by it, there is ſuch a conſtant ſaltiſh air as hath thus converted the bodies into mummies.

We now arrive at the eaſtern extremity of the

firth

firth called Dungſbay-head, but better known by the name of Johnny Groat's, from a family of the name of Groat, who formerly reſided here, and to whom the village and ferry belonged. Notwithſtanding the tremendous conteſt between the currents and contrary tides at this place, there is no ferrying veſſel to the Orkneys, beyond the ſize of a ſmall open boat. The diſtance from this northern extremity of our iſland is, by the ſhorteſt poſt roads, to

| | Miles. |
|---|---|
| Edinburgh, — — | 273 |
| Glaſgow, — — | 280 |
| Mull of Galloway, — — | 385 |
| London, — — | 651 |
| Land's End, — — | 831 |

But the aſtronomical length of the iſland, in a direct line, does not much exceed 600 miles.

After travelling northward to Cape Wrath, and from thence eaſtward to Dungſbay-head, we now paſs that famous cape, and take a ſouthern courſe along the coaſt of the Britiſh ſea *, which preſents a line of 80 miles in length, without a harbour, and ſcarcely a town that merits notice. It hath all the advantages of the fiſheries which have ſo often been deſcribed, though in a leſs degree than thoſe on the weſtern coaſt. It is commodiouſly ſituated for commerce, and the people are remarkably induſtrious. The only place that hath the appearance of a port, is Wick, a ſmall, but antient borough town, ſituated at the mouth of the river Wick, which forms a tide

* Styled in foreign maps, the *German Ocean*, but with great impropriety, as it barely touches that empire; whereas, it waſhes the whole eaſtern ſhore of Great Britain, from the Pentland firth to the ſtraits of Dover. Neither hath it any claim to the appellation of *ocean*, which implies a great body of water, without any intire ſeparation of its parts by land, as the Atlantic, and the Pacific ocean. A ſea being a ſmaller collection of water, confined betwen lands; but, communicating with the ocean, juſtifies the deviation which I have made from the uſual cuſtom, reſpecting the name of what ought properly to be called, *The Britiſh Sea*.

tide-harbour for a few veſſels of ſmall burden, and might be improved. But at the diſtance of 3 miles north is Sinclair bay, a capacious road, with good anchorage for ſhipping of any ſize. As this bay lies directly on the eaſt entrance of the Pentland firth, as Thurſo does on that of the weſt, the expediency of a harbour on the former muſt appear obvious to any perſon who chooſes to conſider the ſubject, and who wiſhes to aſſiſt the diſtreſſed mariner, and promote the commerce of his country. Of ſtill greater importance will this place appear, when it is known, that from Wick to the firth of Cromarty, a diſtance of 60 miles, the ſhore is bold, rocky, and utterly inadmiſſible to ſea-veſſels of any ſize, the waters of Dornoch excepted, which, however, are of no great utility to navigation, by reaſon of ſhallows and quick-ſands. Neither can the firth of Cromarty*, though one of the fineſt harbours in the world, be conſidered as an aſylum to ſhips in diſtreſs, becauſe it lies out of the general track of navigation. The ſame obſervation is applicable to the harbour of Inverneſs, which lies ſtill further from the courſe of ſhipping. The coaſt along the Murray firth, though more commodiouſly ſituated, is, however, deſtitute of good harbours; conſequently, a ſhip paſſing from one ſide of Great Britain to the other, by the Pentland firth, cannot be accommodated with the ſmal-

* Twenty-two miles in length, in ſome parts 4 in breadth, the entrance narrow and bold, being formed by two lofty rocks, which project into the ſea, till they approach within a mile of each other, and therefore defend the fine bay from winds and ſtorms. Theſe rocks thus approaching each other, and having alſo a ſimilar appearance, are called by the natives, *The Sootors of Cromarty*, which, in the Scottiſh language, means *wooers, or lovers*.

At a ſmall diſtance from the entrance of the firth, is Cromarty; a place riſing into ſome conſequence, through the liberality and unwearied zeal of Mr. Roſs above mentioned. At the head of the firth ſtands Dingwall, the capital of the county, a poor ruinous place, chiefly compoſed of hovels, though its ſituation is delightful, the country fertile, and the waters, both ſalt and freſh, abound in fiſh.

leſt aſſiſtance between Peterhead and Belfaſt loch, a voyage of 500 miles. As the ſame inconvenience attends the Baltic and eaſt country trade in general, it is unneceſſary to ſpeak further on the ſubject. We ſhall therefore conclude this ſurvey of the maritime parts of the Highlands, by obſerving, that the money expended in improving that country, will, at the ſame time, preſerve the property of the merchants, ſave the lives of the mariners, promote the commerce, and facilitate the navigation of all the three kingdoms.

| | Miles. |
|---|---|
| Aſtronomical diſtance from Cape Wrath to Dungſbay-head — | 70 |
| Ditto, from Dungſbay-head to Inverneſs | 90 |
| | 160 |

without a harbour; and what is equally extraordinary, for the moſt part without a good carriage-road. The rivers are numerous; many of them large; but inſtead of convenient bridges, the traveller muſt either ferry or ford theſe waters, however dangerous to men and horſe, in the rainy ſeaſons, when the accumulated waters of far diſtant mountains ruſh towards the ſea with furious impetuoſity. The boats appropriated for theſe ferries are generally old and rotten; neither can horſes get in or out without the riſque of being lamed, owing to the great height of the banks, and their want of ſlips.

Theſe inconveniencies are extremely prejudicial to the country, by preventing ſtrangers from extending their journeys beyond Inverneſs, and of gratifying their curioſity in viewing the lofty promontories *, cliffs,

* The ſouthern entrance to Caithneſs is formed by a ridge of mountains which penetrate directly into the ſea; and thus leaving no opening or intermediate ſpace for a road, the traveller muſt mount the promontory, called the ord of Caithneſs, before he can arrive in that country. He is, however, well rewarded for the

cliffs, and caſcades; the immenſe caves, the reſort of ſeals and ſea-fowls; the diſtant views of the Orkney iſlands on the north, and of the coaſt of the Murray firth on the ſouth, bounded, at the diſtance of 5 to 10 miles from the ſea, by that mighty natural rampart the Grampian mountains, which cloſes the horizon from eaſt to weſt.

The want of good roads and bridges proves an inſurmountable impediment to the improvement of the country, particularly in agriculture; keeps the natives at a diſtance from each other, in a ſtate of nature, and the moſt abject poverty.

The proprietors of lands are great improvers of their reſpective eſtates, as far as their finances and the natural ſtate of the country will admit; among whom George Roſs eſquire, of Cromarty, hath particularly diſtinguiſhed himſelf; but it cannot be ſuppoſed, that the few gentlemen who poſſeſs thoſe heathy mountains will involve themſelves, their families, and poſterity in debts, by extending their expenditures to the making roads, building bridges, harbours, and other objects of a public nature, which in juſtice ought to be done in time of peace by the military ſtationed in theſe parts.

As this country, from the cauſes above mentioned, as well as its remote ſituation, hath been leſs expoſed to the ravages of Oliver Cromwell, and other deſolating invaders, it contains many remains of antiquity; the works of the Druids, Picts, Scots, Danes,

the fatigue of his journey; in the grandeur of the proſpects on every ſide by land and ſea, while immediately underneath, he perceives the ſeals floating on the waves, accompanied by ſea-fowl, which ſwim among them with great ſecurity, and whoſe territorial reſidence is in the caverns, which nature hath formed for them on the ſides of the ord next the ſea. The reader will be able to conceive ſome idea of the extent of the diſtant views, when informed that the deſcent on the north ſide is 4 miles, and probably the perpendicular height is above half a mile.

The diſtance betwixt this cape and Forres, a town on the Murray firth, is 45 miles in a ſtraight line acroſs the ſea; from whence I have ſeen the cape diſtinctly at midnight, in the month of June, appearing like a dark cloud, overhanging the ocean.

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Some of theſe works have been explored and deſcribed by the antiquaries of the laſt and preſent century, particularly the reverend Mr. Cordiner at Banff, who hath alſo the merit of bringing to light many curious remains which have lain for centuries in obſcurity, or have been imperfectly deſcribed by others who had no opportunities of ſeeing them. They are almoſt the only guides now exiſting reſpecting the ages which preceded the uſe of letters in that country, and by which we may be able to trace and bring down ſome ſketches of remote ages to the period, when the national events were recorded in writing.

## *Of the Coaſt of the Murray Firth from Inverneſs to Kinnaird's Head.*

Leaving the Highlands, at Inverneſs, we now enter a pleaſant low country of near 100 miles in extent, having the Murray firth on the north, and for the moſt part, the Grampian mountains on the ſouth, between which boundaries the width is from 5 to 10 miles.

Thus having the ſea breezes on one ſide, and the lofty ridge of mountains on the other, the climate is much warmer than might be imagined between the 57th and 58th degrees. The crops are generally good, and nearly as early as in Middleſex. On theſe accounts, grain and meal form a principal part of the exports, not from the thinneſs of the people, who are extremely numerous on this coaſt, but from their poverty, and the neceſſity of ſelling their grain and cattle, wherewith to pay the rent.

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a rich ocean, this coaſt may, with ſome public aid, recover its former ſplendour, and even ſurpaſs the moſt flouriſhing periods of the middle ages. This conjecture is partly grounded on the public-ſpirited exertions of the nobility and gentry upon that ſhore, who during theſe laſt 40 years have performed wonders for the benefit of navigation and manufactures, particularly in the articles of linen, lawns, nappery, ſtockings, thread, linen-yarn, and bleaching. Theſe gentlemen have alſo expended conſiderable ſums in repairing or extending the numerous, but ſmall harbours of the coaſt, in raiſing more commodious houſes for their own reſidence, and that of their tenants. Every encouragement is given to the raiſing of clean-looking healthy villages, upon regular plans, and with good materials.

The families to whom Great Britain in general, and this diſtrict in particular, owe ſuch obligations, are thoſe of the duke of Gordon, the earls of Fife, Aberdeen, and Finlater, the Grants, Forbeſes and Fraziers; families of great antiquity in the Scottiſh annals, and famous for their heroic bravery againſt the never-ceaſing invaſions of the Danes, of which the encampments, tumuli, urns, and other appearances upon the coaſt are convincing evidences.

This diſtrict contains a ſmall portion of Inverneſsſhire; the whole of Nairnſhire, Murrayſhire, Banffſhire, and the north-eaſt diſtrict of Aberdeenſhire.

Inverneſs, the capital of the county, and the whole northern diviſion, beyond the Grampian mountains, is a handſome town, pleaſantly ſituated on a plain, and almoſt ſurrounded by water. It contains 7000 inhabitants, who ſpeak the Erſe and Engliſh promiſcuouſly. On an eminence near the town are the remains of a caſtle, where, according to ſome hiſtorians, the famous Macbeth murdered Duncan his royal gueſt.

Two miles from Inverneſs is Culloden moor, where on the 16th day of April, 1746, the rebel army, conſiſting of 5000 men, were totally defeated by

by the duke of Cumberland, which gave the finiſhing blow to the hopes of the abdicated family, upon the throne of theſe kingdoms. From this place the pretender fled immediately, and almoſt alone, to the wild receſſes of the Weſt Highlands, where he wandered for ſeveral months, till a French ſhip of war conveyed him to that kingdom.

At the diſtance of 5 miles from Inverneſs we enter the ſmall county of Nairn, whoſe inconſiderable capital of the ſame name had a ſmall harbour, now choaked up with ſand. Near this place is Calder, or as Shakeſpear calls it, Cawdor caſtle, from whence Macbeth derived his ſecond title, *Thane of Cawdor*. Its walls are of great thickneſs, arched on the top with ſtone, and ſurrounded with battlements. A fragment of the draw-bridge ſtill remains.

Leaving Nairn we enter the road where Macbeth met the three wayward ſiſters, and a little farther, at the diſtance of 11 miles from Nairn, we arrive at the ſmall, neat town of Forres, in Murrayſhire, pleaſantly ſituated near the river Findorn, and remarkable for one of the fineſt hieroglyphic pillars now in exiſtence. It hath been the ſubject of many able pens, but totally overlooked by doctor Johnſon, who ſays, "at Forres we found good accommodation, but nothing worthy of particular remark."

"Your inſtructions, ſays Mr. Cordiner, in a letter to Mr. Pennant, with reſpect to the pillar at Forres, made it an object that demanded my beſt attention, knowing that it far ſurpaſſed, in magnificence and grandeur, the other obeliſks in Scotland, and was ſaid to be the moſt ſtately monument of the Gothic kind to be ſeen in Europe; you may rely on the fidelity of the drawing, and I made the following remarks.

"That in the firſt diviſion, underneath the Gothic ornaments at the top, are 9 horſes with their riders, marching forth in order: in the next, is a line of warriors on foot, brandiſhing their weapons, and

appear to be ſhouting for the battle. The import of the attitudes in the third diviſion very dubious, their expreſſion indefinite.

" The figures which form a ſquare in the middle of the column, are pretty complex, but diſtinct; four ſerjeants, with their halberts, guard a company, under which are placed ſeveral human heads, which have belonged to the dead bodies piled up at the left of the diviſion: one appears in the character of executioner ſevering the head from another body; behind him are three trumpeters ſounding their trumpets; and before him two pair of combatants fighting with ſword and target.

" A troop of horſe next appears, put to flight by infantry, whoſe firſt line have bows and arrows; the three following, ſwords and targets. In the lowermoſt diviſion now viſible, the horſes ſeem to be ſeized by the victorious party, their riders beheaded, and the head of their chief hung in chains, or placed in a frame; the others being thrown together beſide the dead bodies, under an arched cover.

" The greateſt part of the other ſide of the obeliſk, occupied by a ſumptuous croſs, is covered over with an uniform figure, elaborately raiſed, and interwoven with great mathematical exactneſs; of this, on account of its ſingularity, there is given a repreſentation at the foot of the column. Under the croſs are two auguſt perſonages, with ſome attendants, much obliterated, but evidently in an attitude of reconciliation; and if the monument was erected in memory of the peace concluded between Malcolm and Canute, * upon the final retreat of the Danes, theſe large figures may repreſent the reconciled monarchs."

" On the edge below the fretwork, are ſome rows of figures joined hand-in-hand, which may alſo im-

* Malcolm II. king of Scotland, who began his reign in 1004, and Canute the Dane, afterwards king of England.

ply

ply the new degree of confidence and ſecurity which took place, after the feuds were compoſed, which are characterized on the front of the pillar. But to whatever particular tranſaction it may allude, it can hardly be imagined, that in ſo early an age of the arts in Scotland, as it muſt have been raiſed, ſo elaborate a performance would have been undertaken, but in conſequence of an event of the moſt general importance; it is therefore ſurpriſing, that no diſtincter traditions of it arrived at the æra when letters were known.

"The height of this monument (called king Sueno's ſtone) above the ground is 23 feet; beſides 12 or 15 feet under ground. Its breadth is 3 feet 10 inches, by 1 foot 3 inches in thickneſs."

About 6 miles north-eaſt from Forres, on the ſea ſide, is the burgh of Murray, a very antient and reſpectable fortreſs, at the extremity of a narrow promontory or head-land, projecting into the firth, and appears to have been the uſual landing place of the Danes and Norwegians, in their deſcents on that province.

The extremity of the peninſula was formed with an iſland, by means of a great ditch cut acroſs. An immenſe mound of earth and ſtones ſurrounds the æra of the fort, and will be a laſting memorial of the labour beſtowed on making it impregnable. The triple ditch and rampart, which defended the creek, are yet entire. The top had been defended by logs of oak piled on one another. This place ſeems to have been fortified about the end of the 10th century.

Three miles below Forres is the port of Findorn, which hath 10 or 12 coaſting veſſels. On the bay of Findorn, are the ruins of Kinloſs abbey, where ſome labourers employed lately to clear away the rubbiſh, diſcovered ſeveral rows of finely fluted pillars, that had ſupported roofs of great extent, of which no veſtiges now remain. Near the abbey is an

orchard of apple and pear trees, at leaſt coeval with the laſt monks; numbers lie proſtrate; their venerable branches ſeem to have taken freſh root, and are ſtill loaded with fruit. This abbey was founded by David I. in 1150, and was the burying place of ſome kings.

The views of the lofty coaſt of Sutherland begin to open at this place, as far as the Ord of Caithneſs.

Proceeding eaſtward we come to Elgin, the county town, antiently the ſeat of the biſhops of Murray, at preſent a ſolitary and partly ruinous place, with little trade, but remarkable for its eccleſiaſtical antiquities. Of theſe the magnificent ruins of the cathedral are admired by every traveller. Many parts of the building ſtill remain pretty entire, of which Mr. Cordiner hath given three elegant views. This cathedral, formed by Andrew biſhop of Murray in 1224, was built in the form of a croſs; its length 264 feet; breadth 35; the length of the traverſe 114; it was ornamented with 5 towers, 84 feet in height, excluſive of the ſpires; the great tower in the center 198 feet. Four miles ſouth-weſt of this place, in a ſequeſtered glen, is the abbey of Pluſcarden, a fine edifice in the form of a croſs, pretty entire, with a ſquare tower of aſhler work. Eleven miles from Elgin is the river Spey, the largeſt in the north, and abounding in ſalmon, whoſe progreſs from the ſea is interrupted by cruives placed at the entry, though a few ſtraggling fiſh force their way many miles by their well-known dexterity in leaping. This river iſſues from a little inland lake beyond Fort Auguſtus; and after a courſe of 50 miles, fertilizes the beautiful, extenſive and populous valley called Strathſpey, where it becomes the boundary between Murray and Banffſhire, and falls into the ſea at Caſtle Gordon.

This ſeat is the reſidence of the dukes of Gordon, and hath been lately modernized in a neat ſtyle of architecture, extending near 600 feet in front.

It

It is ſituated in an extenſive park, on the eaſt ſide of the river, near the ſea, and hath a beautiful effect amidſt the full-grown trees, with which the park is richly ornamented.

On the oppoſite ſide of the Spey, ſtood the miſerable village of Fochabers, which will ſoon diſappear, if not already demoliſhed, the duke having begun a new town at a more convenient diſtance, upon a regular plan, and gives every encouragement to thoſe who undertake to build ſubſtantial, neat dwellings.

From the Spey eaſtward, the towns are ſituated cloſe on the ſhore, and are moſtly ſea-ports. The firſt is Cullen, a royal borough, ſituated in a beautiful, well-improved country, owing to the indefatigable exertions of the late earl of Finlater, one of the firſt improvers in Britain. The farm-houſes, barns and yards are neat, commodious, and well conſtructed. The hedges ſtrong and well kept; and the roads on all ſides broad and well made. No man knew better how to lay out his money than lord Finlater; no man laid it out with more œconomy; but he knew that to ſtarve improvements, was the ready way to make them uſeleſs, and hurt himſelf. His lordſhip did every thing in the proper ſeaſon, and never ſcrupled the neceſſary expence. His greateſt difficulties aroſe from the obſtinacy of his tenants againſt innovations. At length he got the better of their prejudices, not by arbitrary mandates, through the channel of his ſtewards, but by going himſelf from farm to farm, adviſing rather than directing, how to proceed.

"Be diligent," ſaid he, "your time is your ſtock; follow rational methods, and you will all get rich; it is what I wiſh, and will help you to, if you do not prevent me by your obſtinacy. I wiſh not for a rent which a man cannot pay and live; I would have you live well; he that works, has a right to eat." By living well, his lordſhip meant,

that inſtead of poor ſoup-meagre, ſuch as the generality of the farmers in that kingdom have for dinner, he wiſhed his tenants ſhould eat fleſh-meat every day, hot or cold; and thoſe who did not fare thus ſumptuouſly, he conſidered as indolent drones, and refuſed to renew their leaſes; obſerving, that the rents of his eſtate were calculated to admit meat at every man's table.

In the country round Cullen are numerous cairns or barrows, the places of interment of the ancient Caledonians, and the Danes, the method being common to both nations. At Kil-hillock, or the hill of burial, a very remarkable one was demoliſhed ſome years ago. Its diameter was 60 feet, the height 16, formed intirely of the ſtones brought from the ſhore, as appears by the limpets, muſcles, and other ſhells mixed with them. The whole was covered with a layer of earth 4 feet thick, and that finiſhed with a very nice coat of green ſod, incloſing the whole. It ſeems to have been originally formed by making a deep trench round the ſpot, and flinging the earth inwards: then other materials brought to complete the work, which muſt have been by a whole army. On breaking open this cairn, on the ſummit of the ſtony heap beneath the integument of earth, was found a ſtone coffin, formed of long flags, and in it the complete ſkeleton of a human body, lain at full length, with every bone in its proper place: and with them a deer's horn, the ſymbol of the favourite amuſement of the deceaſed.

In ſeveral other cairns, which have lately been opened, were found urns containing charcoal, aſhes, burnt bones, flint arrows heads with almoſt vitrified ſurfaces. The materials of the urns appear to have been found in the neighbourhood; and conſiſt of a coarſe clay mixed with ſmall ſtones and ſand, and ſeem to have been only dried, and not burnt.

At the diſtance of 6 miles from Cullen, is Portſoy, from whence conſiderable quantities of grain are annually

annually exported, partly in conſequence of the before-mentioned improvements by the earl of Finlater, and the example he ſet to the ſurrounding diſtricts.

Veſſels are alſo fitted out from this place for the Hebride white fiſhery, of which ſome particulars have already been given. A manufacture of ſtocking thread is likewiſe carried on to a conſiderable amount for the London and Nottingham markets. Induſtry is the characteriſtic of this extenſive line of coaſt, encouraged liberally by the foſtering hands of the nobility and gentry, who ſeem to be actuated by one general ſpirit of benevolence.

Theſe remarks are particularly applicable to Banff, the county town, ſituated about 7 miles from Portſoy, where the inhabitants import annually 3500 matts of Dutch flax, at, upon an average, 3s. 5d. each. The flax is beat in water-mills, and then heckled, which operation employs 60 men; this, when given out to ſpin, employs 4000 women of all ages, and yields 150,000 ſpindles of yarn, which circulates about 10,000l. among the ſpinners. The doubling and twiſting the yarn is done at Banff, and employs about 200 women and children, and 40 more at the bleach-field. Theſe threads, when ſent to Nottingham or Leiceſter, for ſtockings, bring in return caſh or goods to the value of 30,000l. Such is the dependance, mutual aids and reciprocal benefits of the induſtrious towns in both kingdoms, however diſtant their ſituation from each other.

This place ſtands at the mouth of the river Devron, remarkable for its ſalmon fiſheries; but the harbour is ſmall, and the entrance uncertain, owing to the ſhifting of the ſands by the ſtorms, which rage on this bare ſhore with incredible violence. A circular pier is therefore placed on the outſide, leaving only a narrow paſſage with the harbour, which this precaution does not however wholly ſcreen from the enraged waves.

The views from the riſing grounds around Banff are ſingularly great, and have been lately enriched by a magnificent ſtructure, built by the earl of Fife, upon a beautiful plain waſhed by the Devron, whoſe lofty banks, cloathed with wood on the oppoſite ſide, afford a delightful contraſt to the ſoft vale underneath.

The diſtant views on the north and eaſt, are thoſe of the great ocean bounded by the horizon, whoſe waves, with northerly winds, roll majeſtically from the deep, over an extenſive ſandy beach, till they reach the ſhore, when they evaporate in foam and ſmoke.

The weſt view is bounded by the lofty mountains of Roſs ſhire, Sutherland, and part of Caithneſs, whoſe blue tops are ſcarcely diſtinguiſhable from the clouds. This view, while the ſun is cloſing his diurnal journey, is the moſt magnificent that can be conceived, and ſeldom fails of impreſſing the mind with a deep ſenſe of the great works of God.

On leaving Banff, we croſs the Devron over a handſome new bridge of 7 arches, and enter Aberdeenſhire; though a ſmall ſlip on the coaſt, ſtill forms, with great impropriety, a part of Banffſhire. From Inverneſs to this place the coaſt is remarkably low, inſomuch that the ſea hath overwhelmed ſome thouſand acres, and is ſtill making new depredations.

Immediately after croſſing the Devron, the country riſes to a conſiderable height above the ſea, though not mountainous; the ſhores bold, rocky and precipitous; abounding in caverns and deep receſſes, ſimilar to thoſe of Sutherland and Caithneſs.

This coaſt is lined with ſmall fiſhing towns; the firſt is Down, ſituated at a ſhort diſtance from the Devron, a neat place, the creation of the preſent earl of Fife, * who, beſides accommodating the in-

* His lordſhip hath altered the name to that of Macduff, the name of his family, and well known in Britiſh hiſtory.

habitants

habitants with a chapel, hath contributed liberally towards the extenſion of their harbour, the moſt improveable refuge for ſhipping between Kinnaird's head and the firth of Cromarty; and, as ſuch, hath a claim to the attention of government.

An excellent mineral ſpring hath lately been diſcovered near Down, to which many perſons reſort in ſummer, for whoſe accommodation the earl of Fife hath built a handſome lodging-houſe.

From this place eaſtward is Gardenſtoun, ſo called from Alexander Garden, eſq. the ground proprietor; Cruvie, Achmedden, Roſehartie, Pitulie, Broadſea and Fraſerſburgh, ſituated immediately under the famous promontory of Kinnaird's head, ſo fatal to the ſhipping of theſe kingdoms, from the want of a light-houſe, and good harbour, as will appear from the following memorial:

*Memorial reſpecting the Port of Fraſerſburgh, 1785.*

Fraſerſburgh is a ſmall ſea-port town in the county of Aberdeen, containing about 1000 inhabitants, and is ſituated in a cheap and populous country, on the point of land called Kinnaird's head, which is the ſouthern extremity of the Murray firth.

The coaſt on both ſides of that point is generally low and rocky, and ſo dangerous for ſhipping, that ſcarce a winter paſſes without ſeveral wrecks happening on it. The Expedition, of Stockton, of 400 tons burden, was wrecked within three miles of Fraſerſburgh, in December 1784, in the night time.

Kinnaird's head is a high land projecting out to ſea, and from the ſituation of the coaſt, is generally the firſt land made by ſhips coming from the north or eaſt ſea, to the eaſtern coaſt of Scotland. From this

this point the land trends due weſt on the one hand, and greatly to the ſouthward of eaſt on the other.

It has been always thought by mariners, that a light-houſe erected there would tend materially to the preſervation of the ſhipping engaged in commerce upon the coaſt, as a light ſo ſituated, would be ſeen from the weſt, the whole length of the Murray firth; from the north at ſea as far almoſt as the Orkneys, and immediately on doubling the point of land called Buchanneſs, from the eaſt and ſouth. And indeed there is no part of the coaſt where a light could be placed with more propriety and advantage *.

Fraſerſburgh has a ſmall good harbour, made and kept up at a conſiderable expence by the proprietor and the town. According to the tide, there are 11 to 15 feet water within the harbour, and 20 feet immediately without at ſpring-tides: without is a tolerable road for ſhipping, in a bay nearly a league in length, and half a league in depth, with good anchorage in a ſandy bottom. Veſſels of about 200 tons burden enter the harbour at preſent.

Fraſerſburgh is well ſituated for trade with the eaſt coaſt of Europe. The town has lately advanced conſiderably, and requires only encouragement to render it a port of ſome conſequence on the coaſt of Scotland. At preſent it carries on a ſmall trade to the Eaſt ſea, ſeveral manufactories are forming in its neighbourhood, and the port is well adapted for building of ſmall veſſels.

Stations on the coaſt for the veſſels and perſons employed in the cod and herring fiſheries are much wanted, and often talked of being eſtabliſhed.—Fraſerſburgh is well calculated for a ſtation, the fiſhing banks for cod commencing right off Kinnaird's head, about ten leagues out at ſea, and the herring ſhoals paſſing every year cloſe under the

* Seldom a winter paſſes, ſays captain Kyd, without ſhipwrecks; laſt winter, a ſhip from the Baltic to Dublin, was loſt on Ratra Head, near Kinnaird's Head.

coaſt;

coaſt; the Dutch are in the conſtant practice of fiſhing on theſe banks.

The great deficiency of wind-bound ports on the coaſt of Scotland, from the firth of Forth to that of Cromarty, is acknowledged. A pier built on the Ellie rock at Fraſerſburgh, would render it ſuch a port as is deſired, and moſt ſerviceable to the wind-bound ſhips going to the Baltic, or north about. That rock lies at a little diſtance from the preſent harbour, to which there are two channels of acceſs, the north and the ſouth, and it is propoſed to extend the north pier to the end of that rock, and to build an intire new pier on the ſouth, at a greater diſtance from the other pier than the preſent, whereby the harbour will be conſiderably enlarged in ſize, and an increaſe of near four feet water will be got in that part of it, and there will then be at the entrance and in the ſouth channel 24 feet water at ſpring-tides, although on the north channel there will not be more than 16 feet water, which ariſes from the ſouth channel being of a ſandy bottom, and opening out to the bay; but the north is on rock, and runs cloſe by the coaſt to Kinnaird's head point. The diſtance from the Ellie rock to the rock called the Inch, on which it is alſo propoſed to build a break to the ſea, is a channel of about 20 or 25 yards width, with 19 feet water on it at high ſtreams, and is the entrance by the north channel to the harbour, after the new pier ſhall be built. For a further explanation, reference is made to a plan herewith produced, by which it appears that there will be in the propoſed addition to the harbour, conſiderably upwards of 20 feet water at ſpring-tides, and from 15 to 16 at ordinary ebb-tides, the flow of ſtream-tides being here from 5 to 8 feet. Was the propoſed pier on the north, with the break on the Inch only executed, it would be of material ſervice in rendering the harbour ſecure, and ſheltering veſſels under it in ſtormy weather; and indeed the harbour never can be very ſafe from the roll of the ſea with a north-eaſt wind,

without

without this pier on the Ellie rock, while with it the roll would be prevented perhaps intirely. The expence of building the pier and breaker, it is ſuppoſed, would be near to 3000l. ſterling, eſtimating at 3s. per ſquare yard.

If ſuch piers were built, veſſels could at low water run under the Ellie rock and pier, where they would be ſafe from all winds, and would have about ten feet water. The bay is only expoſed to a north-and-by-eaſt wind; but the point of Kinnaird's head, and the Ellie rock and pier on it, would ſhelter them from theſe winds if they run under it, and ſmall veſſels are at preſent in uſe of laying there to enter the harbour with the tide. Againſt all other winds but the north-and-by-eaſt, the bay is ſecured. It is neceſſary to obſerve, that with a weſterly wind, no veſſel going weſt, can, from the ſituation of the coaſt, paſs Kinnaird's head point, nor proceed further when going ſouth, with a ſouth-eaſt wind, but are often obliged to remain wind-bound for a conſiderable time; and ſuch veſſels as draw too much water to enter the port of Fraſerſburgh, are obliged to return to other ports at a conſiderable diſtance, till the wind becomes favourable for their voyage; but Fraſerſburgh being in poſſeſſion of two channels of entrance to the harbour, one or other of which, from their ſituation, can always be taken, might be made very ſerviceable to our commercial navigation as a wind-bound port, by carrying the above propoſal, of increaſing the depth of water, and ſecurity of the harbour into execution.

There was in the ſouth channel of the harbour, a rock called the Beacon, covered at high-water, and dangerous for ſhipping, but within theſe few years it has been partly cleared away by the town at a conſiderable expence, and by what is now propoſed, all dangers from it will be removed.

It has been long in agitation to build theſe piers, but the want of money has hitherto prevented it.

The

The expence of building both theſe piers, as now propoſed, is eſtimated at four thouſand pounds ſterling, a ſum far above the abilities of the town's people; but they would moſt chearfully contribute ſuch a proportion as they can afford, if they had hopes of obtaining a partial aſſiſtance from government.

Such aſſiſtance is humbly expected; and if no other fund ariſes, it is ſubmitted, whether a part of the money which will be paid into the exchequer in Scotland, in conſequence of the late act, diſannexing the forfeited eſtates, and which is thereby made ſubject to the future diſpoſition of parliament, for public purpoſes in Scotland, may not with propriety, and for the advantage of both kingdoms, be applied to forward the work here mentioned.

The utility of a light-houſe at Kinnaird's head is further explained in the evidence to the committee upon the fiſheries, by Captain Kyd, an experienced naval officer, who hath been ſtationed many years between the Forth and the Orkneys.

From this place to Inverneſs, the coaſt lies due weſt; the Highland mountains are therefore ſtill obſervable on the high grounds, like a ridge of blue clouds at the edge of the horizon, nor is it eaſy ſometimes to diſtinguiſh *terra firma* from the aerial vapours. The diſtance between this place and the Ord of Caithneſs, is 70 miles in a ſtraight line, acroſs the ſea, and it is probable that ſome of the back mountains perceivable here, may lie 30 miles within land, if not more. The Orkney iſlands, though not ſo lofty as the Sutherland mountains, are alſo ſeen in clear weather; the diſtance is 90 miles.

## *Of the Eaſt Coaſt of Scotland, from the Murray Firth to Berwic.*

On leaving Kinnaird's head, we bid adieu to the proſpects of the North Highlands, which diviſion of

of the kingdom immediately diſappears. We now enter what is called the eaſt coaſt, comprehending a line of 120 miles; the ſeat of great patience, and indefatigable induſtry. The country is populous, the towns are numerous, ſome of them large and commercial, trading with Norway, Denmark, Sweden, Ruſſia, Dantzick, Hamburg, the Pruſſian dominions, Holland, France, Spain, Portugal, and England, to a conſiderable extent, and which will be greatly increaſed ſo ſoon as a complete ſyſtem of fiſhery laws ſhall be eſtabliſhed, the duties on coals and ſalt aboliſhed, and the navigations opened to the weſtern ocean. The inhabitants of the weſt are expert in the herring fiſheries, but mere dabblers in the white fiſheries; here the habits and genius of the people have rendered them expert in the white fiſheries, while thoſe of the herrings have been, for a ſeries of years, carried on by open boats, and little underſtood. But the inhabitants of this coaſt chiefly excel in manufactures, particularly linen, yarn, thread and ſtockings, in all their varieties; upon which, however, the working people earn with difficulty a mere ſubſiſtence. Many thouſands know not the luxury of butchers meat, wheaten bread, or even ſmall beer. The weekly earnings of the men in ſpinning or knitting, are from 4 to 6s. of the women, 1s. 6d. ſometimes 1s. 8d. a few, a very few, have cleared, by uncommon application, 2s.

The firſt town of any note on this coaſt is Peterhead, which ſtands on the moſt eaſterly point in Scotland, and from thence, due weſt, we have the greateſt breadth of that kingdom, viz.

| | Miles. |
|---|---|
| From Peterhead to the point of Ardnamurchan, in Argyleſhire — | 180 |
| But if we include the Hebride iſles, the breadth will be — | 231 |

Peterhead is the neareſt land to the northern continent of Europe, and lies within 300 miles of the cape

called the Naze of Norway, at the entrance of the Baltic.

Through this channel the grand body of the herrings paſs, in their annual migrations, from Shetland and the north ſeas to the more ſouthern latitudes, attended with the all-devouring cod and ling, on which account Peterhead, or as it is ſometimes called, Buchanneſs, hath always been the ſecond ſtation of the Dutch buſſes, after leaving the Shetland iſlands. Tradition ſays, that ſome hundred years ago, the Dutch offered lord Mareſchal, then the proprietor of the coaſt, to cover a ſmall iſland, called Inch Keith, with ſilver, for the property of it to carry on their fiſheries, which, for obvious reaſons, could not be accepted. Be that as it may, the Dutch ſtill frequent the coaſt, in July and Auguſt, and ſometimes 100 ſail are ſeen within ſight of land, buſily employed in the herring and white fiſheries. The natives, to whom this treaſure properly belongs, have lately made ſome attempts towards the white fiſhery, of which they cure and vend, chiefly at the London market, 4000 barrels of delicate ſmall cod and ling, annually. They alſo fit out ſome veſſels for the Hebride fiſhery off Barrahead, for the Barcelona market, and they claim the merit of having taught the iſlanders how to take and cure the large fiſh, which abound on their coaſts.

Few harbours in Great Britain are of more importance to navigation than this of Peterhead, as in caſe of violent ſtorms from the eaſterly points, large veſſels embayed betwixt this and the mouth of the Forth, have not a port that they can ſafely take at every time of the tide, that of Aberdeen excepted. If therefore, they cannot make their way to ſea, in the teeth of a ſtrong eaſterly wind, or double this head-land that they may gain the Murray firth, they muſt inevitably come on ſhore. This harbour lies on a ſpacious bay, where veſſels of any burden may ride in all other winds, and is therefore the general

neral rendezvous of the ſhipping which frequent the northern ſeas, where they caſt anchor on clean ground, and ride ſafely till the ſtorms have abated. But though nature hath done ſo much for the benefit of navigation, ſomething is left for the exerciſe of human aid. The harbour can, at preſent, contain in perfect ſafety, 40 or 50 ſail of veſſels drawing 12 feet water, and is capable of being extended, ſo as to admit a greater number of ſhips, drawing 20 feet, by which means, not only caſual merchantmen, but ſmall ſhips of war, with their convoys, would find this a moſt deſirable refuge, when purſued by ſuperior force.

Peterhead is a neat well-built town, celebrated for the ſalubrity of its air *, and the virtues of its mineral waters; on theſe accounts, as well as the ſalt-water bathing, it is the reſort of genteel company during the ſummer months, and hath every appearance of a thriving, plentiful, and happy place.

The coaſt from Peterhead, ſouthward, exhibits al-

* Aberdeenſhire hath the reputation of being remarkably healthy, and the inhabitants are diſtinguiſhed for their longevity. Of this, I had two inſtances in one day, ſome years ago, when travelling in that country; the firſt was a venerable looking man then in his hundredth year, as I found by various particulars, as well as his own declaration. The ſecond inſtance was ſtill more extraordinary. Having been informed that a farmer had reached the age of 130, I paid him a viſit, and received the following particulars from himſelf in anſwer to my queſtions: That he was born in 1648; being too young in Cromwell's time for carrying arms, he was ſent to the woods to cut ſhafts for halberts; at other times, he was ordered to aſſiſt at the blackſmith's forge; that he married his laſt wife at the age of 120, and was able to go about the farm, till within the laſt two years, when his ſight failed him. In this ſituation I found old Peter Garden, who, as I had taken the liberty of aſking ſeveral queſtions, thought he had a right to aſk my name, from whence I came, and where bound, hoping I would not be offended, if an old man beſtowed his bleſſing, which he did with much gravity. His wife confirmed every particular, and ſaid, that ſhe had been his ſervant, and afterwards married him, for a bit of bread. The old man died the enſuing winter. His portrait is in the poſſeſſion of ſome nobleman or gentleman of that country, whoſe name I do not remember.

moſt

moſt one continued ſcene of promontories and cliffs, lofty, precipitous, and pictureſque; * affording much entertainment to travellers, whoſe curioſity leads them thither in the ſummer months; though in that ſeaſon they only give a ſpecimen of the ſcenery which the winter hurricanes diſplay. It is probable that the ſloping earth amidſt theſe cliffs have been waſhed away by the continued action of the ſea in eaſterly winds. That the waves being checked by the perpendicular rocks, would break in with redoubled rage, upon every opening, thereby forming thoſe diſmal caverns ſo frequent upon the eaſt coaſt, and which have been accurately deſcribed by Mr. Pennant, Dr. Johnſon, Mr. Cordiner, and other gentlemen of literary abilities. Of theſe ſubterraneous openings, that called the bullers of Buchan, is the moſt extraordinary. Its entry is a rude and high arch, under which boats enter in calm weather with ſuch perſons as chooſe to explore this awful region.

"We ſoon turned our eyes, ſays Dr. Johnſon, to the buller, or *bouillior* of Buchan, which no man can ſee with indifference, who has either ſenſe of danger or delight in rarity. It is a rock perpendicu-

* About 50 tons of kelp, ſays Mr. Cordiner, are annually ſent from Peterhead to Newcaſtle. The proceſs of making it is thus: The rocks, which are dry at low water, are the beds of great quantities of ſea-weed; which is cut, carried to the beach, and dried: a hollow is dug in the ground 3 or 4 feet wide; round its margin are laid a row of ſtones, on which the ſea-weed is placed, and ſet on fire within, and quantities of this fuel being continually heaped upon the circle, there is in the center a perpetual flame; from which a liquid, like melted metal, drops into the hollow beneath: when it is full, as it commonly is ere the cloſe of day, all heterogeneous matter being removed, the kelp is wrought with iron rakes, and brought to an uniform conſiſtence, in a ſtate of fuſion. When cool, it conſolidates into a heavy, dark-coloured alkaline ſubſtance, which undergoes, in the glaſs-houſes, a ſecond vitrification, and aſſumes a perfect tranſparency; the progreſs by which, thus, a parcel of ſea-weed, formerly the ſlimy bed of ſeals, or dreary ſhelter of ſhell-fiſh, is converted into a cryſtal luſtre for an aſſembly-room, or a ſet of glaſſes for his majeſty's table, is a metamorphoſes that might be a ſubject for an entertaining tale.

larly tubulated, united on one ſide with a high ſhore, and on the other, a riſing ſteep, to a great height above the main ſea. The top is open, from which may be ſeen a dark gulph of water which flows into the cavity, through a breach made in the lower part of the incloſing rock. It has the appearance of a vaſt well, bordered with a wall. The edge of the buller is not wide, and to thoſe that walk round, appears very narrow. He that ventures to look downward ſees, that if his foot ſhould ſlip, he muſt fall from his dreadful elevation, upon ſtones on one ſide, or into the water on the other. We, however, went round, and were glad when the circuit was completed.

" When we came down to the ſea, we ſaw ſome boats and rowers, and reſolved to explore the buller at the bottom. We entered the arch which the water had made, and found ourſelves in a place, which, though we did not think ourſelves in danger, we could ſcarcely ſurvey without ſome recoil of the mind. The baſon in which we floated was nearly circular, perhaps 30 yards in diameter. We were incloſed by a natural wall, riſing ſteep on every ſide to a height which produced the idea of inſurmountable confinement. The interception of all lateral light cauſed a diſmal gloom. Round us was a perpendicular rock, above us the diſtant ſky, and below an unknown profundity of water. If I had any malice againſt a walking ſpirit, inſtead of laying him in the Red-ſea, I would condemn him to reſide in the buller of Buchan.

" But terror without danger is only one of the ſports of fancy, a voluntary agitation of the mind that is permitted no longer than it pleaſes. We were ſoon at leiſure to examine the place with minute inſpection, and found many cavities which, as the watermen told us, went backward to a depth which they had never explored. Their extent we had not time to try; they are ſaid to ſerve different purpoſes. Ladies come hither ſometimes in the ſummer with collations,

collations, and ſmugglers make them ſtorehouſes for clandeſtine merchandize. It is hardly to be doubted but the pirates of ancient times often uſed them as magazines of arms, or repoſitories of plunder."

On this coaſt is a fiſhery of ſea dogs, which begins the laſt week in July, and ends the firſt in September. The livers are boiled for oil, the bodies ſplit, dried, and ſold to the common people, who come from great diſtances to purchaſe this coarſe fare. Excellent turbot are taken on this ſhore.

The ſalmon fiſheries of Scotland have of late been conſiderably improved by extending them to the open ſea, as well as rivers. A ſucceſsful fiſhery hath been ſet up upon this plan among the ſandy bays below Slains. The proceſs is very ſimple, and only requires a greater extent of netting. It is performed by long nets, carried out to ſea by boats, a great compaſs taken, and then hauled on ſhore. It is remarked, that the ſalmon ſwim againſt the wind, and have a higher flavour than thoſe taken in freſh waters. This may be owing to the richneſs of the fiſh when at ſea, being then in the beſt condition.

At a ſhort diſtance from the bullers is Slains caſtle, the ſeat of the earls of Errol, chief of the Hayes. * A few miles further is Ellon, a thriving populous village, waſhed by the river Ythan, where much ſalmon is taken. In the neighbourhood is Ellonhouſe, a large fine ſeat belonging to the earl of Aberdeen. At the mouth of the river is the village

* The family of Errol trace their deſcent to a memorable victory gained by the bravery of their anceſtor and his two ſons, over the Danes at Loncarty in Perthſhire, in the reign of Kenneth III. about the year 980, for which ſervice the family were promoted to the order of the nobility, in which rank they have remained ever ſince. The king alſo, as a reward for their valour and merit, gave them as much land in the fertile carſe of Gowrie, as a falcon, ſet off a man's hand, ſhould fly over without ſtopping. The falcon flew over 6 miles of ground in length, which was afterwards called Errol, and hath been the poſſeſſion and chief title of the Hayes and their ſucceſſors ever ſince.

of Newburgh, which is accommodated with a harbour and pier, where veſſels of ſmall burden can load and unload. We now arrive at the river Don, over which a fine Gothic arch is flung from one rock to the other. This arch, ſaid to have been built by a biſhop of Aberdeen about the year 1290, is 67 feet wide at the bottom, and 34 feet 6 inches high above the ſurface of the river, which, at ebb tide, is here 19 feet deep. The building is admired for its light appearance. Paſſing this bridge we arrive at Old Aberdeen, a place of little conſequence, though the ſeat of a college, founded by biſhop Elphinſton in 1494. One mile further ſtands New Aberdeen, at the mouth of the Dee, in 57 deg. 12 min. N. lat. 107 miles from Edinburgh, and 485 from London. Aberdeen is a place of great antiquity; if tradition be true, it was a place of note in the reign of Gregory king of Scotland, from whom, about the year 893, it received ſome privileges, but the oldeſt charter now remaining, was granted by Alexander II. in 1217. By this charter the king grants to Aberdeen the ſame privileges he had granted to his town of Perth. In 1004 Malcolm II. founded a biſhoprick at a place called Mortlick in this county, in memory of a ſignal victory which he there gained over the Danes; which biſhoprick was tranſlated to Old Aberdeen by David I. and in 1163, the then biſhop of Aberdeen obtained a new charter from Malcolm IV.

In Scotland there are only 4 cities, viz. Edinburgh, the metropolis; Glaſgow, the firſt place of trade and manufactures; Aberdeen, the ſecond in ditto; and St. Andrews, now in ruins. Aberdeen, including the Old Town, is ſuppoſed to contain 25,000 people; it is a handſome, thriving town, but unleſs the inhabitants increaſe and multiply very faſt, the town of Paiſley, though it hath neither harbour nor ſhipping of any kind, will ſoon eclipſe Aberdeen both in magnitude and the number of the people. New

Aberdeen

Aberdeen is the ſeat of a college founded by George earl mareſchal, in 1593, which, as well as that of Old Aberdeen, hath been the nurſery of ſcience, liberal arts, and eminent men. The remains of antient buildings, ſome of them in good perfection, diſplay the former conſequence of theſe towns, but however we may admire the venerable Gothic pile, the bold arch, or the ingenious carving; the preſent age hath the merit of a work which, if not ſuperior, is at leaſt equal to any erection in that kingdom, whether eccleſiaſtical or civil, and is thus deſcribed by an intelligent native of that place.

"The harbour of Aberdeen, ſays he, was long a great detriment to its trade, and occaſioned the loſs of many lives, and much property. A ſtranger could never depend upon finding it as he left it; while veſſels lay at anchor in the road, till the tide ſhould make, they have been often wrecked by ſtorms that ſuddenly aroſe. It was very narrow at the mouth, having the eaſterly rocky point of the Grampian mountains on the ſouth, and a flat blowing ſand on the north, extending along the coaſt for many miles. By the eaſterly and north-eaſt ſtorms, the ſand was driven, in a long ridge, acroſs the harbour's mouth, and formed, what was called the Bar. Upon this bar, the depth of water, at low tide, was ſometimes not above 3 feet. Clearing away the ſand, though but a partial and temporary remedy, was a matter of great expence to the community. If it was cleared one week, ſo as to have 5 or 6 feet of water at ebb, a freſh ſtorm the next week undid all that had been done.

"The town, at laſt, came to the ſpirited reſolution of erecting a ſtone pier on the north ſide of the harbour, ſo ſtrong, that, in all human probability, it ſhould be found effectual to prevent future damage. This pier is 1200 feet in length, and gradually increaſes in thickneſs and height as it approaches to the ſea. Where it begins, it is 20 feet broad at the

baſe, 12 feet broad at the top, and 16 feet high, beſides the parapet wall on the north, which is here 4 feet 6 inches thick, and 4 feet high. The pier continues to increaſe in thickneſs, till it comes to where the rounding of the head begins to be formed, where it is 36 feet broad at the bottom, and 24 feet broad at the top, including the parapet, which is here 8 feet high, and 10 feet broad.

"The head, or rounding of the pier, at the eaſt extremity, is 60 feet diameter at the baſe, and the height to the platform is 30 feet, to which add the height of the parapet, and the perpendicular of the head facing the ſea is 38 feet. As the pier thickens, from the inſide of the parapet wall, ſprings, firſt one, then a ſecond, and at laſt a third footway, broad enough for a ſingle perſon to walk upon, each raiſed about 2 feet above the one below. From one of theſe walks, you can, at any place, overlook the wall. The whole is built of granite * ; many of the outſide ſtones are above 3 tons weight, with hewn beds, and are laid lengthways into the work, ſo that their ends only are outward, no ſtone in it is leſs than 4 feet in length.

"The expence of this great work, amounting to 17,000l. or upwards, is defrayed by doubling the harbour dues, which are chiefly paid by the inhabitants of Aberdeen. A little to the ſouth of the bar they have now a depth of 17 fathoms at low water; and at the harbour mouth, from 8 to 9 fathoms, where they had formerly but a few feet."

After deſcribing this pier, undertaken and completed at the expence of the town, † it is unneceſſary to add any further remarks relative to the ſpirit, magnanimity and good ſenſe of the citizens; whoſe

* Eſteemed the moſt durable ſtone known in Europe, being proof againſt time and elements, and is therefore the moſt proper for bridges, piers and embanking.

† It was built under the direction of Mr. Smeaton, whoſe works, when left to his own judgment, and liberally ſupplied in the means, are always ſolid, maſterly, and great.

example, it is to be hoped, will be followed by the numerous ports of that kingdom at preſent choaked up, and ruinous.

It is however remarkable, that there is not a ſingle decked veſſel fitted out from Aberdeen for the herring, or the white fiſheries: here is an excellent harbour, an active people converſant in trade, and poſſeſſed of capital; ſeated within 6 hours ſailing of the Long Fortys, and 2 days ſailing of the Shetland iſles, whoſe ſole fiſhery is confined to a few open boats; the captures are inſufficient for the ſupply of the inhabitants *.

This inattention to the fiſheries is the more extraordinary, as the exports of Aberdeen, though very conſiderable in ſalmon, ſtockings and thread, do not balance the imports, in value. The herring and white fiſheries therefore, if proſecuted with vigour, cured and dried with judgment, would not only extend the ſcale of exports, but alſo furniſh the outward bound veſſels with freights, and better aſſortments for the foreign markets.

The removal of certain obſtructions to the fiſheries, now under conſideration, and the further aids propoſed to the attention of the legiſlature, will if granted, leave theſe eaſtern ſhores without any excuſe, ſhould they ſtill neglect theſe branches, for which their ſituation, capital, and general traffic gives them ſuch ſuperior advantages. The ſalmon of

* Great quantities of fiſh are therefore brought to town from villages to the ſouth and north, even as far as Newburgh, 15 Engliſh miles diſtant, upon womens backs, in baſkets, with a breaſt-rope fixed to them. Theſe poor drudges will thus travel 15 miles before breakfaſt, with a heavy load upon their backs; and ſuch is the force of habit, that they would think it a puniſhment, to be obliged to return home with an empty baſket. If therefore, they have neither goods nor proviſions to carry home, they generally take in ballaſt of ſtones, equal in weight to a third of their outward bound cargo, and thus they trudge homeward with four ſhillings in their pockets, the produce of the fiſh; which, if purchaſed from fiſhermen, produces a clear profit of one ſhilling.

the Dee * and Don, are taken in great abundance, cured in the higheſt perfection, and greatly valued at the European markets. If the merchants, in addition to theſe, ſhould alſo export the cargoes of 50 or 60 veſſels conſtantly employed in the herring and white fiſheries, the port of Aberdeen would, in a few years, become the moſt celebrated mart of fiſh now exiſting.

Three miles ſouth from Aberdeen we croſs the Dee, over a fine bridge of 7 arches, built by the famous Gavin Dunbar, biſhop of that city.

In paſſing this bridge we leave Aberdeenſhire, the moſt extenſive and populous county in the Lowlands, next to Perthſhire; waſhed on the eaſt and north by the ocean, abounding in ſea-ports, from whence there is a ſafe and ready paſſage to the Orkneys, and Shetland iſles; the Greenland fiſheries, Norway, and the regions around the Baltic; the German coaſt, Holland, Flanders, France, England and Edinburgh: watered alſo by numerous ſtreams, all of them the reſort of ſalmon, and whoſe banks diſplay the moſt extenſive plantations, as well as natural woods, † in theſe kingdoms; whoſe proprietors, or

* The Dee produces the greateſt quantity, and employs from 40 to 50 boats. The fiſh of the Don are taken in cruives above the bridge; a practice contrary to the antient laws of the kingdom, unleſs where the nature of the water rendered the net fiſhery impracticable. In the *Regiam Majeſtatum*, the oldeſt body of Scottiſh laws now extant, ſaid to be compoſed in the reign of Malcolm II. the ſubjects were obliged to leave a free paſſage for the fiſh from Saturday evening till Monday morning, and this was called the *Saterdayes ſtoppe*. Alexander I. enacted, "That the ſtreame of the water ſal be in all parts ſwa free, that ane ſwine of the age of 3 zeares, well fed, may turne himſelf within the ſtreame round about, ſwa that his ſnowt nor tail ſal not touch the bank of the water." The laws of Robert I. ſpeaking of fiſh of different ſizes, and the dimenſions of the rivers, that the fiſh may paſs up the river: "Cruives, &c. ſhall have their hecke 2 inches wide, that the fry may paſs." The laws of Robert III. and James IV. ſay, "That ſlayers of reide fiſh or ſmoltes of ſalmond, the third time, are puniſhed with death. And ſic like he quha commands the ſamine to be done."

† Theſe are finely deſcribed by Mr. Pennant, and Mr. Cordiner.

the

the greateſt part of them, have the good ſenſe to ſtay at home, where they are reſpected and honoured, inſtead of impoveriſhing themſelves and their families, amidſt the promiſcuous crowd of an overgrown capital.

The county of Mearns, into which we now enter, is of ſmall dimenſions, and being the eaſtern extremity of the Grampian mountains, it is chiefly compoſed of hill and heath. That part however, called the *Hollow of the Mearns*, and which lies near the coaſt, is both fertile and pleaſant, highly cultivated, full of ſeats, and finely ornamented.

At the diſtance of 15 miles from Aberdeen we come to Stonehaven, or as it is uſually termed, Stonhive, ſituated on the ſouth ſide of Cowie bay, a ſmall harbour, into which veſſels of 100 tons burden may enter at high water. Sail-cloth, and knitted ſtockings are the manufactures of the place, but no fiſhery.

About a mile from this place is the ſeat of Robert Barclay, Eſq; of Urie, great grandſon of the famous Barclay, the apologiſt for the quakers, whoſe writings, particularly his dedication to Charles II. will ever endear his memory to all good men. The deſcendant of that great philoſopher is no leſs eminent for the pattern he hath ſet his countrymen in temporal improvements. "This gentleman, ſays Mr. Pennant, by the example he ſets his neighbours, in the fine management of his land, is a moſt uſeful and worthy character in his country. He has been long a peripatetic obſerver of the different modes of agriculture in all parts of Great Britain; his journies being on foot, followed by a ſervant with his baggage on horſeback. He has more than once walked to London, and by way of experiment has gone 80 * miles in a day. He has reduced his remarks to

* This I conceive to be an error of the preſs. Forty miles a day is great walking, and he who accompliſhes 60 miles muſt be a prodigy.

practice,

practice, much to his honour and emolument. The barren heaths that once ſurrounded him, are now converted into rich fields of wheat, beans or oats; and his clover was at this time, Sept. 2d, under a ſecond harveſt.

"He is likewiſe a great planter; he fills all his dingles with trees, but avoids planting the eminencies, for he ſays they will not thrive on this eaſtern coaſt, except in ſheltered bottoms. The few plantings on the upper grounds are ſtunted, cankered and moſs-grown.

"Mr. Barclay firſt ſet about his improvements in 1768; ſince which he has reclaimed about 400 acres, continues to finiſh about 100 annually, by draining, levelling, clearing away the ſtones, and trimming. Theſe, with the plowing, ſeed, &c. amount to the expence of 10l. an acre. The firſt crop is commonly oats, and brings in 6l. an acre; the ſecond, white peas, worth ſometimes as much, but generally only 4l. turnips are the third crop, and uſually worth 6l. the fourth is barley, of the ſame value; clover ſucceeds, worth about 4l. and laſtly wheat, which brings in about 7l. 10s. an acre, but oftener more.

"As ſoon as the land is once thoroughly improved, it is thrown into this courſe: turnips, barley, clover, and wheat; ſometimes turnips, barley, clover, and rye-graſs. He ſometimes breaks up the laſt for white peas, and afterwards for wheat, and ſometimes fallows from the graſs, and manures it for wheat, by folding his ſheep.

"The land thus improved, was originally heath, and that which was arable, produced moſt miſerable crops of a poor degenerate oat, and was upon the whole not worth 2 ſhillings an acre; but in its preſent improved ſtate is worth 20, and the tenants would live twice as well as before the improvement.

"Some of the fields have been fallowed from heath, and ſown with wheat, and produced large crops.

One

One field of 34 acres, which had been moſtly heath, was the firſt year fallowed, drained, cleared of the ſtones, limed, &c. and ſown with wheat, which produced in the London market 270l. clear of all expences. Mr. Barclay has lately erected a mill for fine flour, the only one in the county, which fully anſwers, and has ſerved to encourage many of his neighbours to ſow wheat where it was never known to be raiſed before. At preſent near 800 bolls are annually produced within 10 miles of the place.

"The firſt turnips for feeding of cattle were raiſed by this gentleman; and the markets are now plentifully ſupplied with freſh beef. For that of Aberdeen, there are frequently 50 fat beeves ſlaughtered in one day, from Chriſtmas to the firſt of July, generally weighing 40 ſtones Scots a-piece. Before that period freſh meat was hardly known in theſe parts, during the winter and ſpring months. Every perſon killed his cattle for winter proviſion at Michaelmas; and this was called *laying-in, in time.**"

Such are the beneficial effects of judicious management in the various branches of huſbandry; in which however the eaſt-ſide of the kingdom hath a manifeſt advantage over the weſt, being leſs ſubject to thoſe heavy rains which are an inſuperable obſtruction to ſucceſsful agriculture.

At a ſhort diſtance from this place are the ruins of Dunnoter, the antient ſeat of the earls mareſchal. The annotator of Cambden ſpeaks of the ſtately rooms in the new buildings and the library; at preſent nothing remains but naked walls, with ſome carved works, cornices, and coats of arms ſcattered among the ruins. Nothing ſeen but rocks on one ſide, and the ocean on the other; nothing heard but

* The uſual practice at preſent of ſuch of the farmers as can afford to eat butchers meat 6 months in the year, and who compoſe about a twentieth part of that claſs of men throughout the kingdom.

winds,

winds, waves, and ſea-fowl. Places which gave birth to heroes famed over all Europe for martial atchievements in defence of their country and liberties, are now the ſolitary habitations of the feathered creation. A coat of arms, a date, timberleſs walls, and the ruinous arch, afford an affecting monument of human viciſſitudes. The family of Keith was among the moſt antient in Europe. In 1010 the Scots gained a complete victory over the Danes at Camus-town, in Angus; king Malcolm II. as a reward for the ſignal bravery of a certain young nobleman who purſued and killed Camus the Daniſh general, beſtowed on him ſeveral lands, particularly the barony of Keith in Eaſt Lothian, from which his poſterity aſſumed their ſirname. The king alſo appointed him hereditary great mareſchal of Scotland, which high office continued in his family till the year 1715, when the laſt earl engaged in the rebellion and forfeited his eſtate and honours; and thus ended the family of mareſchal, after ſerving their country, in a diſtinguiſhed capacity, above 700 years*.

The

* The late earl mareſchal, when laſt in Scotland, ſent his ſecretary to examine the ſtate of Inverugie caſtle, but would not go himſelf, probably becauſe it muſt have been diſtreſſing to behold his once ſplendid place of reſidence, now in ruins, deſolated and forlorn. The earl, during his exile, took up his reſidence in Pruſſia, where being greatly eſteemed by the king, he was appointed to the government of Neufchatel, and it was owing to the preſſing ſolicitations of the Pruſſian monarch, that he recovered his eſtate in Scotland, to which he made a ſhort viſit; during this period he received the following curious letter from his kind friend and benefactor.

"I cannot allow the Scots the happineſs of poſſeſſing you altogether. Had I a fleet, I would make a deſcent on their coaſt, and carry you off. The banks of the Elbe do not admit of theſe equipments; I muſt therefore have recourſe to your friendſhip, to bring you to him who eſteems and loves you. I loved your brother with my heart and ſoul: I was indebted to him for great obligations: this is my right to you, this my title. I ſpend my time as formerly; only at night I read Virgil's Georgics, and go to my garden

The annotator of Cambden ſpeaks of a church at Dunnoter, the burial place of St. Palladius, who in 431 was ſent by pope Celeſtine, to preach the goſpel amongſt the Scots. Here alſo, was preſerved the regalia of Scotland, during Cromwell's uſurpation, of which ſome particulars have already been given.

The rocks on which this caſtle ſtands, form the eaſtern extremity of the Grampian mountains; from whence they extend, in a ſouth-weſt direction, as far as Loch Lomond in Dunbartonſhire, compoſing a ridge of more than 100 miles in length. A low, and, in general, a fertile tract of ground, ſtretches in front of theſe mountains, from the one extreme to the other, diſtinguiſhed by differen tnames, as the hollow of the Mearns—Strathmore—Stormont—Strath-erne—and the banks of the Forth, above Stirling. This extenſive tract compoſed the main ſtrength of the antient Caledonia beyond the Forth; and is at preſent ſtill more famous for the manufacturing ſpirit of the inhabitants, from Perth eaſtward, in yarn, thread, linen, oſnaburghs, and ſail-cloth.

Among the liſt of improvers in this tract, the late earl of Strathmore, lord Kaimes, lord Gardenſtone, and Meſſrs. Scott, merit particular notice.

den in the morning, to make my gardener reduce them to practice; he laughs both at Virgil and me, and thinks us both fools.

" Come to eaſe, to friendſhip, and philoſophy; theſe are what, after the buſtle of life, we muſt all have recourſe to." The earl obeyed the friendly ſummons, and died ſoon after.——*Theſe are what, after the buſtle of life, we muſt all come to*, ſays his majeſty. That is, after our ambition and thirſt of dominion have deſtroyed thouſands of people, deſolated provinces, ruined cities, churches, palaces; and, in ſhort, done mankind every miſchief which cannon, bombs, and 2 or 300,000 armed ſlaves could perform, with *us* at their head, we betake ourſelves at the cloſe of life, to eaſe, to friendſhip, and philoſophy. Germany ſeems fertile in this ſect of philoſophers; no ſooner hath one hero performed his part in the buſtle of life, than another appears with a new ſcroll of claims upon ſome devoted province or circle, and thus one of the fineſt countries in Europe, ſeldom enjoys the bleſſings of peace for any conſiderable length of time.

Nine miles from Stonehaven ſtands Bervy, or Inverbervy, the county town, and a ſmall ſea-port; but manufactures have yet made little progreſs.

A mile ſouth of Inverbervy is the village of Gourdan, which hath a harbour and pier, where ſmall veſſels may load and unload. A few miles further is John's-haven, a conſiderable fiſhing village; and at the mouth of the river South Eſk, 13 miles from Inverbervy, is the elegant, populous, and thriving town of Montroſe, a royal borough of great antiquity, as appears from a charter granted by David I. who began his reign in 1124. Montroſe lies in the county of Angus, and is the ſecond town in manufactures, ſhipping, and general commerce. Its fiſheries were formerly very conſiderable, and gave employ to above 500 boats and decked veſſels, who were alternately engaged in the herring, cod, and ling fiſheries, which they cured and exported to the Baltic, Hamburgh, Holland, France, and England, under the general name of Habberdyn (Aberdeen) fiſh.

Beyond the Long Fortys, which ſtretch in a parallel line with the whole eaſtern coaſt, lies a conſiderable bank with 6 pits in it of uncommon depth, being from 40 to 100 fathoms, and ſwarming with cod, ling, turbot, &c. but, ſtrange as it may ſeem, the inhabitants of Montroſe have abandoned the fiſhing buſineſs, which is thereby transferred to the Dutch and Hamburghers.

The two rivers, South Eſk and North Eſk, furniſh the town with ſalmon, which they export to London and foreign parts, to the value of 6 or 7000l. annually. A ſmall village called Uſan, ſupplies them amply with lobſters, of which, from 50,000 to 100,000, are ſent annually to London. Very beautiful agates are gathered beneath the cliffs, and ſent to the lapidaries in London.

Montroſe lies in the neighbourhood of a fertile, well-improved country, and exports, in good ſeaſons grain,

grain, flour, oatmeal, and malt, to a great amount. Such are the advantages which this happy place derives from nature; to which, if we add the produce of induſtry, as white and coloured thread, linen, lawns, cambricks, diapers, oſnaburghs, and ſail-cloth, the general exports muſt be very conſiderable. After croſſing the entrance of the harbour, we arrive upon one of the beſt improved diſtricts in that kingdom, chiefly the work of two brothers, of the name of Scott, who, about 50 years ago, began the experiment of improving upon an eſtate of 8 or 900l. a-year value, which is now rented low at 3000l.

Firſt improvers have, in all countries, many difficulties to ſtruggle with; the large ſums expended, the ſlow returns, the obſtinacy and ignorance of ſervants, the woeful chapter of accidents, the envy and malevolence of narrow, illiberal minds: meſſrs. Scott, animated by public virtue, and a love of their country, were proof againſt all theſe diſcouraging circumſtances, and the whole county have followed, and are following the example, in proportion to the abilities of the reſpective proprietors. They were the firſt who introduced lime as a manure, of which they had abundance on their own lands, but they ſeverely felt that they were two or three miles on the wrong ſide of the Red-head, where all coals paſſing beyond that cape northward are ſubject to a duty of 5s. 4½ per chaldron, to the infinite prejudice and diſcouragement of agriculture, arts, and manufactures, particularly where nature, as at this place, hath denied them peat and wood. Thoſe, therefore, who uſe lime, are obliged to bring it by water carriage from the earl of Elgin's lime-works upon the river Forth, at the extravagant expence of 17 pence per boll, upon the ſhore; from whence it is carried by horſes or little carts, ſometimes to the diſtance of 20 or 30 miles, thereby engroſſing the time of the farmers, their ſervants, and cattle, which, were it not

for

for the heavy, though unproductive duty on coals, might be ſaved. Of the many evils under the ſun, this is not the leaſt, in a country where the farmer who dies worth above 100l. is ſaid to die amazingly rich.

The coaſt from Montroſe ſouthward is high, bold, and rocky, and hath many curious openings, and ſubterraneous caves, worthy the attention of travellers; ſome are open to the ſea, with a narrow entrance, and inſtantly riſe within into lofty and ſpacious vaults, and ſo extenſively meandering, that no one hath had the courage thoroughly to explore them. Others ſhew a magnificent entrance, divided in the middle by a vaſt column, forming two arches, of a height and grandeur that ſhame the works of art, in the moſt ſtupendous of the Gothic cathedrals. The cavern called the Geylit-pot aſtoniſhes every ſtranger; where he embarks in a ſubterraneous voyage, finds himſelf amidſt the moſt ſolemn ſcenery imaginable, proceeds on till he comes in ſight of the clouds, ſun and ſky, and lands amidſt corn fields, at a conſiderable diſtance from the ſea, where he embarked. Many of the ſtupendous peninſulated rocks of the coaſt are joined to the land by narrow defiles, where only two or three perſons can paſs a-breaſt, and whoſe tops were, in barbarous times, formed into rude fortifications, of which ſome veſtiges ſtill remain. On the promontory of Red-head are the ruins of an antient caſtle, once a reſidence of William the Lion, who began his reign in 1165. It ſtands on the ſouth ſide of Lunan bay; a fine ſemicircular baſon, open to eaſterly winds, but where many diſtreſſed veſſels are glad to take ſhelter.

Fourteen miles from Montroſe, ſtands the antient royal borough of Arbroath, or Aberbrothic, in a fine bottom, at the mouth of the ſmall river Brothic. It is a ſmall manufacturing town, particularly in oſnaburghs, white and coloured thread; which, with barley and wheat, compoſe its principal exports. A

natural

natural harbour, a tolerable artificial one hath been formed of piers, where, at neap tides, veſſels of 80 tons may enter, and 200 tons at ſpring-tides.

But the glory of this place was its antient abbey, whoſe poor remains ſtill exhibit ſome traces of its former magnificence. It was founded by William the Lion, in 1178, and dedicated to the famous Thomas a Becket. The king was buried here, but no remains of his tomb are now perceiveable. The ordinance for the yearly proviſion of the houſe, will convey ſome idea of the great charity and hoſpitality of the place, and alſo of its fiſheries, now diſuſed.

In the regiſter for the year 1530, there was an order for buying,

| | |
|---|---|
| 800 weathers, | 82 chalders of malt, |
| 180 oxen, | 30 ——— of wheat, |
| 11 barrels of ſalmon | 40 ——— of meal. |
| 1200 dried cod-fiſh. | |

Beſides the produce of the abbey-lands, or what their tenants brought in. This profuſion of ſtores may ſeem very extraordinary, on being informed that the number of monks did not exceed 25; but the wonder will ceaſe when it is conſidered that thoſe houſes were open to all, the poor as well as the rich, and that charity and hoſpitality were the diſtinguiſhed characteriſtics of eccleſiaſtical communities.

Leaving theſe venerable remains, we proceed through a pleaſant, well-improved country to Dundee, ſituated moſt beautifully on the north banks of the Tay, from whence the country gradually riſes to a conſiderable height, affording extenſive views of the ocean, the river, and the oppoſite coaſt of Fifeſhire.

The mouth of the Tay is much encumbered with ſands, and the entry is difficult. From thence to Dundee the width is 2 miles, and the depth ſufficient for ſhips of the largeſt burden. Above Dundee it widens conſiderably, and hath the appearance of a capacious inland lake, 10 miles in length by 4 in width, environed by pictureſque landſcapes, and fer-

tile ſhores, particularly the Carſe of Gowrie, the granary of Scotland, and not inferior to any part of England. This river is celebrated for its ſalmon and pearl fiſheries, both of which have, however, fallen off within theſe few years paſt, but wherever there are ſands, or a gravelly bottom, the ſalmon will reſort, though there may be an occaſional ſcarcity of that fiſh from cauſes which human ſagacity cannot unfold.

The ſituation of Dundee, amidſt the riches of land and water, implies a conſiderable export trade in grain, oatmeal and flour, to which we may add potatoes, which are ſhipped in conſiderable quantities for Norway and Sweden. Of manufactures, the inhabitants export white and coloured thread, to a great amount, particularly to London; alſo to the ſame mart, an incredible quantity of oſnaburghs, partly for home ſale and partly for cloathing the negroes in the Weſt Indies. Soap, ſhoes, leather and ſaddlery goods, contribute likewiſe to the aſſortment of exports from this ſeat of induſtry: but reſpecting the herring and white fiſheries, we have not a word to ſay, though of old theſe compoſed the principal riches of the whole eaſtern coaſt.

The antient records of this place having been deſtroyed by Cromwell's army, the only exiſting veſtiges of its high antiquity are the remains of its Gothic church, which was founded by David earl of Huntingdon, brother to William king of Scotland, on his return from his third cruſade, in which, with above 500 Scotſmen, he accompanied Richard I. of England in the year 1189. This prince after ſuffering various calamities incident to ſuch diſtant expeditions, was in great danger of being ſhipwrecked on his return, near the mouth of the Tay, which he with difficulty entered, and in memory of his deliverance, began the pious work of founding one of the moſt extenſive churches in Chriſtendom, as appears by the wide ſpaces between the parts which yet remain.

Having

Having been a warm champion of the Chriſtian faith, he readily obtained a mandate from the pope, ſtill to be ſeen in the Vatican, recommending a general collection throughout Europe towards forwarding the building. Of this church only the choir, called the Old Kirk, now remains; to which is joined another building divided into 2 churches, and ſeemingly of a later date. But the moſt ſtriking object is the venerable tower, of 186 feet in height, and a proportionable width, which, from its conſtruction, ſeems to bid defiance to time. Though during the enthuſiaſtic phrenzy which deſtroyed theſe beautiful and coſtly edifices, the people of Dundee were the moſt violent, yet their poſterity were glad to ſeek protection within the apartments of this tower, when the town was beſieged in 1651, by Cromwell's army, and plundered to an incredible amount, beſides the capture of 60 veſſels in the road and harbours. The preſent generation, however, ſeem to atone for the impiety and madneſs of their anceſtors, in the neat and commodious churches which now adorn that place. The ſame attention, elegance, and ſolidity, is perceived in all their public erections, particularly their harbour, which was formed at a conſiderable expence, ſufficient to admit 200 ſail at a time. The depth at ſpring-tides 14 feet. Veſſels of larger burden lye in the road at a ſhort diſtance, or unload part of their cargo, before they take the harbour.

Leaving this agreeable place, we immediately embark for the oppoſite ſhore in Fifeſhire, from whence there is a pleaſant ride to St. Andrews, formerly a conſiderable city, populous and rich, abounding in merchandize and ſhipping; the reſort of ſtrangers from various nations of Europe, to traffic for fiſh, grain, ſkins and other produce of the kingdom; at preſent a heap of ruins, without trade, ſhipping, or even a key. So late as the reign of Charles I. this place had 30 or 40 trading veſſels, and carried on a conſiderable herring and white

fiſhery by means of buſſes, in deep water; which fiſheries had for ages been the grand ſource of their commerce, wealth and ſplendour.

After the death of the king, this whole coaſt, and St. Andrews in particular, became a ſcene of murder, plunder and rapine: every town ſuffered in proportion to its magnitude and opulence; nor were theſe hypocritical ruffians ſatisfied with the ſhipping, merchandize, plate, cattle, and whatever came within their ſight; they alſo laid the whole coaſt under contribution; St. Andrews was required to pay 1000l. but the inhabitants not being able to raiſe that ſum after being thus plundered, the general compounded for 500l. which was raiſed by a loan at intereſt, and hath remained a burden upon the corporation I believe ever ſince.

The gulph or bay of St. Andrews, is of great extent, being, from the point of Fifeneſs on the ſouth, to Red head on the north, 24 miles over; and when ſhips have the misfortune to be forced into it by ſtreſs of weather, with the wind at eaſt or north-eaſt, it is difficult, and ſometimes impoſſible for them to eſcape: they dare not attempt the river Tay, on account of the ſhallow water and the ſand-banks, which often ſhift in tempeſtuous weather; beſides the great ſeas which continually happen at the mouth of that river, when thoſe winds blow. From thence to Aberdeen, lying almoſt a degree north, there is not a harbour which can be attempted with ſafety by ſhips of burden. On the ſouth ſide of the bay lies the great river Forth, where all the ſhips of Europe could find ample ſea-room; but veſſels embayed off St. Andrews, might as well attempt to ſail acroſs the Grampian mountains, as to double the cape of Fifeneſs, with ſtrong eaſterly winds. Ships thus circumſtanced, are often ſtranded or loſt; ſome of them in day-light, and within 100 yards of this ruinous harbour, in the view of the citizens, who can afford

no

no relief to the unhappy perſons on board, whoſe cries are diſtinctly heard from the town.

In the opening of this harbour there is deep water, and in the entry of it, there is from 11 to 13 feet at neap-tides, and from 19 to 22 at ſpring-tides. The baſon, throughout the whole, hath above 12 feet at neap, and 21 at ſpring-tides. Some time before the year 1728, the magiſtrates of St. Andrews conſulted certain architects and maſons reſpecting the expence of rebuilding the harbour as far out as the furtheſt point of the rocks at low-water mark, and thereby rendering it a ſafe retreat, of eaſy acceſs to all veſſels forced into this bay by ſtreſs of weather, when the report, delivered upon oath by the architects, ſtated the expence at 8734l.

This port, ſays Mr. Douglaſs, in his publication of 1728, is equally diſtant from the rivers Forth and Tay; and the great bay in which it is ſituated, abounds not only in cod and other white fiſh, but in herrings alſo, in their ſeaſon. It is obſerved of late, the white fiſh lie further out at ſea than formerly, which is the reaſon the fiſhers of this town, who ply in open boats only, have ſo very bad ſucceſs; they dare not venture out to ſea, in blowing weather, which they might eaſily do *in buſſes or covered veſſels*. So theſe poor people, though willing to work, are half ſtarved for want of buſineſs; and were the inhabitants able to fit out buſſes for that purpoſe, they could not any where be better ſerved with good hands, and more reaſonable wages. Fifty-ſeven years have elapſed ſince the publication of thoſe judicious obſervations, but St. Andrews, its harbour and fiſheries, remain in *ſtatu quo*.

On leaving St. Andrews, the coaſt edges in a ſouth-eaſt direction, till we come to Fifeneſs, the north entrance of the Forth, one of the largeſt rivers in Great Britain, unincumbered with ſhoals, ſhallows, or hidden rocks, and in general affording good

anchorage and deep water for ſhips of the line*. The north entrance of this noble river is diſtinguiſhed by the iſle of May, a large rock, 3 miles in circumference, which affords ſafe riding for ſhips in weſterly ſtorms, and hath a light-houſe. Immediately oppoſite the iſle of May on the ſouth ſide is the Baſs Iſland, a tremendous rock, which alſo affords ſhelter for ſhipping, and good anchorage.

The Forth is at this place 9 miles wide, opens within land to 18 miles; contracts at Edinburgh to 5 miles; and, at the Queen's-ferry, above Edinburgh, to leſs than 2 miles; widens again to near 4 miles; is navigable for merchantmen as high as Alloa, 50 miles from the ſea; and for coaſters as far as Stirling, 24 miles further by water, though only 4 by land, in a direct line.

The river ſtill exhibits a ſeries of ſerpentine meanders for ſeveral miles above Stirling, but the tide flows only a full mile higher, to a place called Craigforth, where the proprietor intercepts the paſſage of the ſalmon by a cruive or weir, very injurious to the large tract of country, which ſtretches as far as Ben-Lomond weſtward. The river, from Stirling to the bridge of Aberfoil, at the entrance into the Weſt Highlands, is only paſſable for man or horſe at few places, and theſe in dry ſeaſons. It glides gently through a dead flat, from Gartmore eaſtward, and on theſe accounts it might be made navigable for barges, at a trifling expence to the proprietors of the lands, an improvement much wanted in a rich, extenſive and populous valley, without market towns, coal and lime.

Suppoſing this work to be executed, of which there is ſome probability, the whole extent of navigation on the Forth, will, including all its windings,

* In 1781, admiral Parker's fleet lay ſome days oppoſite to Edinburgh, accompanied by 500 ſail of merchantmen, the whole in full view of the city and caſtle.

exceed

exceed 200 miles, through a coaſt of nearly 100 miles; fertile, populous, induſtrious; and from Stirling eaſtward, almoſt lined with towns, antiently the ſeats of commerce and navigation, till they were ruined by the Engliſh depredations, in which miſerable ſtate ſome of them ſtill remain, while others begin to reſume the appearance of buſineſs. The principal object of theſe towns was the fiſheries, which they proſecuted with great vigour as far as Iceland, till the time of the union, from which period the eaſtern fiſheries gradually dwindled away; and the poor fiſhermen, unable to ſubſiſt themſelves upon air and water, took up the trade of ſmuggling; but ſo ſoon as the fiſhery laws ſhall be amended, the ſalt duties aboliſhed, and an adequate bounty extended to boats, as well as buſſes, theſe people will readily fall into the track of their anceſtors, live by honeſt induſtry, and add new vigour to our naval ſtrength.

Many of the ports are nearly choaked up, others want repairs, which neither the individuals, nor the corporations of theſe decayed places, can accompliſh.

Though the harbours on the Forth are in general ſmall, the depth of water might be made ſufficient for veſſels of 200 tons burden, which fully anſwers the purpoſes of their coaſting and Baltic trade; but to obtain this, or even a leſs depth of water, an aid of 50,000l. would be requiſite.

Leaving this great river, and its much-neglected harbours, the firſt town from the ſouth entrance is Dunbar, an antient royal borough in Eaſt Lothian, famous antiently for its fiſheries, and particularly its red herrings, this place being the Yarmouth of Scotland, in that branch. Dunbar ſhared, however, in the ſame fate with the eaſtern ports already mentioned; its boat-fiſhery decayed; and its herring-houſes were locked up, or appropriated to other uſes. The herrings having returned to that coaſt, hath

given new ſpirits to the inhabitants, who have reſumed their former buſineſs of pickling and drying.

Though the town be ſmall, the efforts of the people are great. They are concerned in the Shetland white fiſheries, and others on the eaſt coaſt, from the Tay to Berwick. They have alſo red herring-houſes at Staxigo, in Caithneſs, much to the benefit of the poor natives; and, of late, they have made a ſpirited attempt at the Greenland whale fiſhery.

They ſtruggled hard to participate in the weſtern commerce, by means of a deep-water canal between the Forth and the Clyde, but all their efforts were fruſtrated, through influence and narrow views. Their harbour is ſmall, and its entrance remarkably narrow. It would be endleſs to enumerate the ſhip-wrecks which happen on this eaſtern coaſt, from the want of good harbours, to which veſſels might fly when embayed. In December 1784, the whole eaſtern coaſt, from Yarmouth to the Forth, was covered with wrecks. Some ſhips were thrown upon the ſands, others broke upon the rocks, and many foundered.

At this time an Engliſh ſhip appeared off Dunbar, in great diſtreſs, ſtruggling ſeemingly to make a harbour, which could not receive her. She was now embayed, and at the mercy of the waves; the inhabitants beheld the melancholy event of her being wrecked, without ability to afford relief, in a ſea which run mountains high. Probably one half of the property thus loſt, would have rendered Dunbar harbour a ſafe retreat. At neap-tides it admits veſſels drawing 10 feet; and 14 at ſpring-tides. Three feet more could be gained at the expence of 2000l.

From Dunbar we come to St. Abb's head, on the ſouth ſide of which is the ſmall port of Eymouth, in the Merſe, where conſiderable quantities of herrings have lately been taken by boats belonging to the Engliſh, as well as the Scottiſh coaſt.

On the melancholy occaſion above-mentioned, one of the Leith traders, on her return from London,

don, made for this little harbour at the height of the tide, and thus ſaved a valuable cargo of merchandize, worth, poſſibly, 15 or 20,000l. beſides the veſſel. Had ſhe attempted the harbour an hour earlier or later, ſhe muſt have been broke to-pieces; and this affords another ſtrong inſtance of the abſolute neceſſity of rendering theſe harbours more commodious for navigation in general, by extending the piers, where practicable, by which ſeveral feet of water will be gained, and ſhips of burden find a ſafe entrance at different periods of the tide.

A few miles further, ſtands Berwic, formerly the capital of Berwickſhire, now the Merſe, and is the laſt port on the Scottiſh ſide of the Tweed. Its harbour is good and ſecure, but its entrance is ſo greatly encumbered with ſands, that no veſſel of burden dare approach it. The exports of Berwic are chiefly grain, ſalmon, eggs, and wool. Of eggs they export to the amount of 10,000l. annually. They are collected from the ſouthern parts of Scotland, as far weſt as the head of the Solway firth, packed up in boxes, with the thick end downwards, and ſent to London, for the uſe of the ſugar refiners.

*Abridgment of Anſwers from moſt of the Collectors of Cuſtoms in Scotland, to Mr. Commiſſioner Buchannan's Queries, reſpecting the State of the Fiſheries at their ſeveral Ports.*

*Cromarty.* In the Murray firth, and along the eaſt ſide of Roſs and Sutherland ſhires, to the northernmoſt point at the head of Pentland firth, there are from 2 to 300 boats employed in fiſhing, with 7 or 8 hands to each: theſe boats do not go to any great diſtance; and as the coaſt is very populous upon a conſiderable part of this tract, few of the fiſh are ſent to any diſtant or foreign market.

*Aberdeen.* The fiſhing near the ſhore at this port is not conſiderable; but if proper veſſels were employed, that could go from 10 to 30 leagues from the

the coaſt, there is not a doubt but their ſucceſs would be very great, as there is vaſt abundance of cod and ling on that coaſt; and as large ſhoals of herrings come from the northward, in the months of July and Auguſt, a moſt beneficial fiſhery might be expected from them: alſo ſmall bounties for a few years, to encourage the inhabitants to make trials, is ſtrongly recommended. The ſalmon fiſhing on this coaſt is greatly on the decline for ſome years paſt.

*Montroſe.* There are about 40 ſmall boats employed in fiſhing upon this coaſt, and from 6 to 8 men in each boat. Their fiſh is all conſumed by the country in the neighbourhood. The account of the fiſhery here is pretty much the ſame as at Aberdeen.

*Dundee.* There are only 3 ſmall fiſhing boats at this place, and what they take is inſufficient for the towns on the coaſt, and they uſe no lines for great cod and ling. About Mar's bank, and the cape, they ſay there are great plenty of theſe fiſh; but they would require decked ſloops to do things to purpoſe there.

*Dunbar.* Formerly there was a very conſiderable cod and ling fiſhery carried on from this place, as far ſouth along the coaſt, as Holy Iſland in Northumberland. The fiſh were plenty, and the profits very large: the ſtages and houſes are ſtill kept in repair. It is reckoned, the uncertainty of the herring, on which they feed, coming on the coaſt, is a great reaſon why the cod and ling do not come in ſuch numbers. There is this year a better appearance of cod and herrings, than has been on the coaſt for a long time. A bounty is ſtrongly recommended to be given to veſſels fiſhing for herrings in the Dutch way, which is hauling their nets at ſea into the veſſels, and prohibiting the uſe of boats altogether *.

* The writer probably means only the ſhip's boats, as the Dutch uſe none in their herring fiſheries. To prohibit a boat fiſhery unconnected with buſſes, would be cruel and unjuſt.

*Of the Interior Country which joins the two Kingdoms, uſually called the Borders, extending from Berwic to the Solway Firth.*

On leaving Berwic we bid adieu to the eaſtern ſhores, and croſs the neck of land which unites the two Britiſh kingdoms, comprehending an extent of more than 70 miles in a ſtraight line, to the Solway firth, which falls into the weſtern ocean. It is a country famed in Britiſh hiſtory for the bravery of the inhabitants, who, inured to military exerciſes, by the frequent wars between theſe kingdoms, as well as the freebooting inroads of individuals, compoſed the flower of the Scottiſh armies, and generally led the van, under the banners of chieftains, whoſe deeds in war were beheld with admiration by all the ſtates of Europe. Theſe were the Douglaſſes, Scotts, Kerrs, Johnſtones, Humes, Maxwells; names formidable even to royalty itſelf, and who ſometimes ſhook the throne, particularly in the reign of James II. when the earl of Douglaſs marched againſt his ſovereign at the head of 40, ſome ſay 60,000 men.

The two kingdoms, though not ſeparated by water, are nearly divided by a natural rampart called the Cheviot hills, which ſtretches in a ſouth-weſt direction from near Berwic to the Solway firth. The above-mentioned inhabitants on the Scottiſh ſide, were therefore called the Cheviots on the border, and celebrated above all others for archery*. But martial atchievements were not the only character-

* Of whom an old ſong ſays:

"The Cheviots——all the border
Were bow-men in good order,
Told enemies, if further,
They mov'd, they'd ne'er return."

Another ſong begins with

"Ye ſtout men of Tiviot dale,
Cloſe by the river Tweed,"

iſtic

iſtic of theſe borderers. Love and muſic ſoftened the noiſy ſound of the trumpet, and to thoſe heroes we owe the gentle tales of love, ſo highly painted in Tweed-ſide, and other paſtoral airs, which take their names from the rivers and hills of this country.

The moſt conſiderable of theſe rivers is the Tweed, which riſes at no great diſtance from Edinburgh, and receives all the waters on that ſide of the kingdom, as the Tiviot, the Leeder, the Galla, and the Yarrow.

The Tweed ſeparates the two kingdoms from Berwic to Coldſtream, the diſtance 14 miles. Here, as at Berwic, one end of the bridge ſtands in England, and the other in Scotland. The adjoining village on the Engliſh ſide is called Cornhill, and that on the Scottiſh ſide, Coldſtream.

Thoſe who travel on the ſouth ſide of the river, now quit Northumberland, and enter the ſhire of Roxborough, a large, and in general a fruitful, level county, ſheltered on the ſouth by the Cheviot hills, and watered by many conſiderable rivulets, which fall into the Tiviot. The men of the preſent age are generally robuſt, and fond of reciting the gallant fates of their anceſtors. The black cattle are nearly equal in ſize to thoſe of Northumberland, but the county is open, the farm-houſes are mean, and the country in general hath made little progreſs towards repairing the ravages of the Engliſh armies, though (excepting Cromwell's exploits) two centuries have elapſed, ſince queen Elizabeth put an end to theſe deſolating expeditions.

The north ſide of the Tweed, from Berwic to Kelſo, hath the marks of recent improvements, and excellent cultivation.

The natural appearance of the country, riſing gradually from the river, to the diſtance of 8 or 10 miles northwards, ſets off theſe improvements to great advantage, and here nature and art exhibit, upon the whole, a proſpect little inferior to the beſt

parts

parts of England. This agreeable tract extends as far as Kelſo, 24 miles weſt from Berwic, and 10 from Coldſtream. At this place the traveller, after emerging from the mountains of Northumberland, by the Wooler road, perceives one of the ſofteſt landſcapes in nature, the Tiviot meandering through a rich, level diſtrict on the ſouth, and the Tweed flowing gently from the weſt, unite at the bridge of Kelſo, where the Tiviot loſes its name, and both roll in one ſtream to Berwic, meeting the tide about 8 miles above that port.

Kelſo is a neat, but inconſiderable market-town, the granary of this fertile diſtrict, from whence much grain is ſent to Berwic for exportation. The want of inland navigation is a conſiderable misfortune to this fine country, and to the extenſive diſtricts weſtward. Here is no coal, and little turf or lime. Theſe, and various neceſſaries of life, muſt be conveyed from Berwic, Northumberland, or the neighbourhood of Edinburgh, to which places, the natural produce of the country muſt be ſent, by the ſame tedious and expenſive mode of conveyance. It is therefore worthy of inquiry, whether the Tweed could not, conſiſtent with the preſervation of the ſalmon fiſhery, be rendered navigable for flats or barges, to Kelſo.

Property being now ſecured to the inhabitants, the country populous and fertile, the rivers ſwarming with ſalmon, the hills producing the fineſt wool in the kingdom, afford ample ſcope for ſpeculation, were the navigation thus opened.

In former times this country was more populous than at preſent, and here ſtood the large, antient town of Roxborough, and its potent caſtle, of which ſcarcely a veſtige now remains. They were deſtroyed in the reign of James III. king of Scotland, to prevent their falling into the hands of the Engliſh, who had often wreſted them from the former, in their hoſtile attempts to ſubdue that kingdom. This country abounds,

abounds, alſo, in Roman remains, as encampments and highways, deſcribed by Gordon, and other antiquaries. Its eccleſiaſtical ruins are numerous and elegant, particularly the abbey of Melroſs, founded in the year 1136, by David I. and minutely deſcribed by Mr. Pennant.

On leaving Kelſo,* we croſs an elegant new bridge, and enter Roxboroughſhire, where we are accompanied by the Tiviot to Jedburgh, which, though the county-town, and ſituated in a fertile country, is half in ruins, depending, it is ſaid, upon the precarious reſort of travellers to and from England, where a new road is now forming from Boroughbridge in Yorkſhire, to Edinburgh; which, when completed, will open the fourth communication between the two kingdoms.

The road I am now deſcribing, is called the croſs-road, from its direction eaſt and weſt between the two ſeas, and thereby croſſing the kingdom, and conſequently the main roads from London to Edinburgh.

The firſt ſtage after leaving Jedburgh, is Harvic, lying on the line of the famous Roman highway called Watling-ſtreet, which extended from Dover to Scotland, and may be diſtinctly traced in many parts.

At this place we leave the plains, and find ourſelves in a paſtoral country, amidſt pictureſque vallies, hanging woods, and moſt beautiful mountains, riſing frequently in a conical form, ſo regular in their direction, and uniform in their appearance, as to reſemble the works of art.

At Harvic, we are in the centre between the two ſeas, the diſtance by the road, on each ſide, being about 40 miles. On the weſt ſide there are only two

* The duke of Roxborough hath a ſeat at this place. Alſo Sir John Douglas.

ſtages,

ſtages, viz. Moſſpaul and Langholm; from thence we arrive at the loweſt bridge upon the river Eſk, which divides the two kingdoms, and from whence the river, now called the Solway firth, gradually widens, till it is loſt in the Iriſh channel.

The tract through which we have paſſed, feeds incredible flocks of ſheep, whoſe wool is the ſtaple of the country, and which, with the ſheep and lambs, afford the inhabitants of theſe beautiful vallies, a ſcanty ſubſiſtence. The ſouth of Scotland produces the beſt wool in that kingdom, but it falls off in quality towards the weſt, owing, it is alledged, to the rains and moiſture which prevail on that ſide, though Ireland, which lies more upon the Atlantic, produces wool, from which ſuperfine cloth is fabricated at Dublin, to an extent far exceeding the general belief of mankind. We alſo find wool of a ſecondary quality, in ſome of the Hebride iſlands, which are ſituated on the line of Ireland, but the quantity is inconſiderable.

Of the towns and manufactures between Berwic and this place, little can be ſaid. We are now 80 miles diſtant, by the road, from Berwic on the eaſt, and 76 from Dalkeith near Edinburgh, on the north, in which ſpace lie the ſhires of the Merſe, Roxborough, Peebles, Selkirk, and part of Dumfries; yet there is not, in this great diſtrict, a town equal in ſize to thoſe of the fifth claſs in England.

The places called towns, are in general a ſet of poor, thinly inhabited, inſignificant villages, though ſome of them, as Lauder, Selkirk, Peebles, and Jedburgh, have the title of royal boroughs. The petty traffic carried on, is chiefly in grain, wool, ſheep and black cattle; the two laſt are ſent moſtly to England. Some feeble attempts have lately been made towards the manufacture of their wool, which in ſeveral parts is thus conducted; they ſend the wool to Yorkſhire

to

to be combed, it is then returned to be ſpun into yarn of different griſts; this done, it is ſent to the manufacturing towns of England to be woven and dreſſed, from whence a great part of it, thus manufactured, is again ſent into Scotland for ſale.

## *Of the Coaſt upon the Solway Firth, comprehending the Counties of Dumfries, Kirkudbright, and Wigtown.*

But however deplorable the counties we have been deſcribing, may appear, in regard to manufactures; we are on the verge of a region to which, comparatively, the eaſtern diſtrict is a Yorkſhire, in manufactures and induſtry.

We are now upon Engliſh ground at Longtown, ſituated immediately at the ſouth end of the bridge. The appearance of this village, laid out in regular ſtreets, the houſes uniform, and white-waſhed, the people eaſy and comfortable, afford a ſtriking contraſt to the villages we have left, and thoſe through which we are immediately to paſs. This place owes its elegance and conveniencies to the late Mr. Graham of Netherby in Cumberland, whoſe munificence extended alſo to every farm-houſe, yard, and incloſure, on both ſides of the river, over a tract of ſome thouſand acres; inſomuch, that the property of this family appears like enchanted ground, amidſt dreary ſolitude, wretched ſmoaky hovels, naked fields, ſtarved cattle, and a dejected people, who lament their ſituation on the north ſide of the river*.

This

* Upon my expreſſing ſome ſurprize at the contraſt between the appearance of Mr. Graham's farms, and thoſe of the neighbourhood on the Scottiſh ſide, a countryman archly obſerved, "Gude troth, Sir, we are on the wrang ſide of the water; gin ye be an Engliſh man we wad be very glad to niffer lairds wee you, gif it could be done. Your lairds do meeckle gude both to themſelves and the tenants; but our lairds do naething for us, and are ne'er ſatisfied

This contraſt will appear the more extraordinary to thoſe who attend to the ſoil on the Scottiſh ſide, and the excellent crops produced on thoſe ſpots when cultivated by perſons of property. From Longtown bridge to Dumfries, and even to Drumlanrick on the weſt, a tract of near 50 miles in a ſtraight line, and from the Solway firth, to a great diſtance northward, the country conſiſts, in ſome parts, of a dead flat, in others, of gentle riſings, but the whole is deſtitute of trees and hedges, excepting the diſtricts around Dumfries, which, in crops, verdure, planting, and hedges, rivals England; a proof that the naked appearance of this extenſive tract of low country is owing to the frequent irruptions of the Engliſh armies in former times, and the neglect in the proprietors to repair thoſe misfortunes.

The firſt village on the road, next to Longtown, is the famous Gretna Green, where the rite is diſpenſed by a blackſmith, joiner, or fiſherman, which is to give the deciſive turn or caſt to future happineſs or miſery. When the young couple arrive, they fly up ſtairs, on the wings of love, and ſhould they be overtaken by the incenſed purſuers, before the ceremony hath been performed, they are adviſed to ſlip into bed, and in this manner ſhew themſelves to the purſuers, who ſuppoſing that all is over, make up matters, or depart in rage, imploring all the evils of Egypt to fall upon the ungrateful daughter, and the object of her choice. The price demanded by the prieſt upon theſe occaſions, is from a glaſs of whiſky to two or three guineas. When gentlefolks arrive in a carriage, and ſeemingly in a great hurry, he leaves the price to their honours, of whoſe rank he hath generally a hint from the poſtillion from Car-

ſatisfied till they have turned us out of doors without a bawbee in our pouches. Yet they are ay poor and ay ſeeking mair ſiller for their lands. Gif they wad ſtay at hame, inſtead of dangling about the toon of London, where they are nae meikle thought on, we wad fare the better, and they ne'er a bit the worſe."

liſle; who, ſhould the prieſt be from home, will undertake the friendly office, purely from the ardour of his regard to quality ſo generous and good.

After travelling a few miles on a level good road, we arrive at Annan *, a ſmall royal borough, pleaſantly ſituated on a river of the ſame name, abounding in ſalmon, and navigable, within half a mile of the town, for veſſels of 250 tons burden. It was formerly a place of trade, but lying contiguous to the Engliſh border, and in the track of their weſtern incurſions, it was often pillaged, deſtroyed, or burned; the laſt of theſe deſtructive inroads was in the reign of Edward VI. when lord Wharton, preſident of the marches, burned the town and demoliſhed the church.

The export trade of Annan at preſent, conſiſts of grain only, and that in no great quantity. The Solway firth is, at this place, above 2 miles in width; the incloſures, planting, and verdure on the Engliſh ſide afford a delightful proſpect, and a moſt ſtriking contraſt to the naked fields on this ſide. Appearances begin however to mend, as we approach Dumfries. On the left is Comlongam, the birth-place of lord Mansfield; the antient part of the building, though the walls are above 12 feet in thickneſs, hath yielded to time, and is moſtly in ruins.

At a ſhort diſtance we arrive at Lockermoſs, a flat of 10 miles in length, and 3 in width; which, from the proſtrate large trees and other appearances, ſeems to have been an extenſive foreſt, overwhelmed by the ſea; but we have no light from hiſtory or tradition, at what time this great inundation happened. Some canoes, hollowed with fire, having been found in the moſs, ſeem to carry that event to a very remote period.

* On a line with Newcaſtle, and nearly a degree to the ſouthward of Berwic.

The

The inhabitants of Dumfries have lately divided the town's ſhare of this moraſs, and the individual property being thus aſcertained, ſome ſucceſsful attempts have been made in raiſing grain, hay, willows, and other vegetable productions ſuited to moſſy ſoils.

On the left, near the Solway firth, is the antient caſtle of Caerlaveroc, which, though frequently beſieged by the Engliſh, from the year 1300, when it was taken by Edward I. is ſtill in better condition than moſt of the old fortreſſes of that kingdom. It was the property of the antient and warlike family of Nithſdale, who, from the number of beds, amounting to 80, found in the caſtle by Cromwell's troops, ſeem to have lived in great ſtate. The great hall is 91 feet by 26. On the walls are various carvings, as coats of arms, legendary tales, and Ovid's fables, all neatly executed.

The caſtle ſtands on the edge of the Solway firth, which now widens to 9 miles, and receives the river Nith, a copious ſtream, furniſhed, 6 miles below Dumfries, with a harbour ſufficient to admit veſſels of 250 tons burden; ſmall craft go with the tide as high as the town. The banks of the Nith on both ſides, between Dumfries and its port, are beautifully ornamented with villas, groves, natural woods and well-encloſed fields; the whole forming a rich landſcape, and a moſt delightful outlet to the inhabitants of Dumfries, a ſmall, but elegant town, capital of the county, and of the ſouth of Scotland between the two ſeas. It was antiently a place of conſiderable commerce, though often ruined by the Engliſh, who made Dumfries their head quarters, from whence they extended their ravages to the weſtern extremity of Airſhire, where the firth of Clyde bounded theſe excurſions.

The inhabitants of the laſt age attempted the Virginia trade, which they were obliged to reſign to Glaſgow, Whitehaven and Liverpool, ſince which

period they have lived by one another, without commerce, ſhipping, or manufactures worthy of being mentioned. Many of the inhabitants are, however, in eaſy circumſtances, and few places in Great Britain are better calculated for being the reſidence of thoſe who prefer a tranquil, to a buſy life. The town is neat and clean; the country and river are delightful; butchers meat, poultry, ſalmon and other fiſh, are good and cheap; and the place, though not a ſeat of trade, is enlivened by the reſort of travellers to and from Ireland, Airſhire and Glaſgow.

On leaving this agreeable town, by the Port Patric road *, we croſs the Nith over a bridge of 9 arches, and enter the ſhire of Kirkudbright, which, with that of Wigtown, compoſed the antient province of Galloway, a name ſtill retained by the natives and their neighbours. It gave its name to a numerous breed of ſmall ſtout horſes raiſed in this country, though now applied indiſcriminately to all horſes of that ſize.

The aſcent of the road, after croſſing the bridge, affords a rich proſpect of the windings of the Nith, through an extenſive well-improved country, bounded on the north by mountains, but open on the eaſt, as far as the eye can reach, the neareſt mountains on that ſide being the weſt end of the Cheviots. Having reached the ſummit, we enter upon an open mooriſh country, and have a diſtant view of England as far as St. Bee's Head, near Whitehaven, the moſt weſterly land in that diviſion of the kingdom.

* The earl of Hillſborough preferring the paſſage by Port Patric, was the chief promoter of this road, for which the whole country is under the greateſt obligations to his lordſhip. Previous to this improvement, Galloway was little known; the old deſcriptions given by Buchannan, Boethius, and other writers, are extremely defective; no traveller hath attempted a modern account, and of the coaſt, after leaving the main road to Port Patric we are almoſt entirely in the dark. I was therefore deſirous to viſit theſe unknown ſhores, and to follow the directions of the capes and bays, however inconvenient, either on horſeback or on foot.

At

A the diſtance of 15 miles from Dumfries we arrive at Carlingwork, a ſmall village, ſituated between the river Orr, on the eaſt, and the Dee, on the weſt. Theſe rivers approach within 8 miles of each other, and both of them being navigable for craft, it is propoſed to join them by a ſmall canal, which is already begun at the expence of the proprietors of the lands, and when completed, will realize many acres of very improveable ground.

At this place I left the main road, and took a ſouthern courſe for Kirkudbright, the ſhire town, and formerly a conſiderable trading port, at preſent the ſeat of poverty and indigence. It ſtands on the eaſt ſide of the Dee, where ſhips of conſiderable burden may lie in perfect ſecurity from all winds. The bay that forms the entrance of this river gave ſhelter to king William's armament during the Iriſh wars, and is honoured with the reſidence of the earl of Selkirk, whoſe ſeat and gardens it environs at high tides. From this place the country is various, to Gatehouſe, a ſmall village on the river Fleet, which falls into a bay of the ſame name, but without trade of any kind. This place is accommodated with an inn, not only commodious, but elegant; and here it may be proper to remark, that the whole croſs country from Berwic to Gatehouſe, is furniſhed with inns and ſtabling equal to thoſe of England in their appearance, and greatly ſuperior in the quality of their wines and liquors.

From Gatehouſe to Creetown, the beſt and moſt agreeable road lies cloſe upon the ſhore. It is a fine level coaſt, lined with gentlemens ſeats on one ſide, and enriched with ſea views on the other. But the ſhorteſt way is through the moors, where a military road hath lately been formed, with little judgment, over hills and mountains by which the cattle are fatigued, the paſſengers diſguſted, and the journey unneceſſarily protracted.

Creetown is a ſmall village on the eaſt ſide of

Wigtown bay, near the mouth of the river Cree, which is navigable ſome miles higher, to Carty port, near Newtonſtewart, a conſiderable village, pleaſantly ſituated in a fertile country, abounding with all the real neceſſaries of life, particularly extenſive woods of full-grown trees, which overhang the banks of the Cree, and the waters which fall into it from the north.

We are now in Wigtownſhire, which is ſeparated from Kirkudbright by the Cree; it is the moſt ſoutherly county in Scotland, almoſt ſurrounded by water, and hath 3 capacious bays, viz. thoſe of Wigtown, Glenluce, and Stranrawer, uſually called Loch Ryan. The poſt road leads directly through the centre of the county to Port Patric, but my intention being coaſt-ways, I kept along the weſt ſide of Wigtown bay to the ſhire town of that name, an inconſiderable place, beautifully ſituated at the mouth of the river Bladenoch, and ſurrounded with extenſive fields, producing large crops of wheat, oats, and barley.

Little can be ſaid in favour of the port of this place, but after a ſhort ſtage through a rich country due ſouth, we come to Garlieſton, a village ſituated on the edge of a ſmall bay, where veſſels of conſiderable burden may ride in perfect ſecurity, on good anchoring ground. This place is the property of the earl of Galloway, whoſe family reſidence lies at a ſhort diſtance. The gardens and pleaſure grounds, extend to the edge of the bay; and command extenſive views of land and water.

The ſame appearances of fertility continue to Whitehorn, an inland royal borough, antiently the epiſcopal ſee of Galloway, founded, according to Bede, by St. Ninian, and famous for its noble priory and other eccleſiaſtical buildings. Of theſe edifices ſcarcely a veſtige remains by which we can trace their magnitude and ſituation. The town alſo, exhibits a melancholy picture of decay, and ſeems to have ſuf-

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fered greatly in the general wreck of the kingdom. The houſes have the marks of venerable age; ſome in ruins, others open at the roofs, and the ſtreets partly overgrown with graſs. As this place lies at a conſiderable diſtance from the main road, and there being no allurements for Engliſh riders, I was not much offended at the curioſity of the inhabitants, who were eager to know the motives of a ſtranger's appearance at the royal borough of Whitehorn.

Three miles ſouth-eaſt is the ſmall iſle of Whitehorn, ſeparated from the continent by a narrow channel, and here veſſels of burden may find ſafe anchorage. This diſtrict, from Wigtown ſouthward, is properly a peninſula, formed by Wigtown bay on the eaſt and Glenluce bay on the weſt, and is upon the whole a rich corn country; ornamented with gentlemens ſeats, planting, and well-encloſed parks. The extremity of the peninſula is called Burrow-head, and lies in a line with the mull of Galloway, which forms the weſt entrance of the bay of Glenluce.

Having got to the *ne plus ultra* of the kingdom, I propoſed to return northward along the weſt coaſt of the peninſula, waſhed by the bay of Glenluce, abounding in ſmall creeks and ports, particularly Port William, a handſome village, riſing into conſequence through the liberal aſſiſtance of Sir William Maxwell, the proprietor of that diſtrict.

From Port William we ſtill keep along the coaſt to Kilfillan bay, the port to Glenluce, an antient and ſeemingly decayed town at the bottom of the bay, and here we again fall in with the road to Port Patric, which contributes to enliven this otherwiſe ſolitary place. The town lies on the eaſt ſide of the river Luce, which having croſſed, we travel through an almoſt continued avenue, and a well-improved country, to Stranrawer, at the diſtance of 10 miles.

The proprietors who have thus diſtinguiſhed themſelves for the benefit of their families and country, are Sir Thomas Hay, whoſe grounds we enter

upon croſſing the river Luce; Meſſrs. Adair, Roſs, Cathcart, Dalrymple, and the earl of Stair, reckoned among the firſt improvers in the kingdom, whoſe reſidence is at Culhorn, on the ſouth ſide of the road; but the antient family ſeat was at Caſtle Kennedy on the north ſide, one of the moſt entire caſtles now exiſting in Scotland, ſurrounded almoſt with water and pleaſure grounds, kept in excellent order, and affording an agreeable view to every traveller.

This road croſſes the country to Stranrawer, and from thence to Port Patric, but the coaſt road lies upon the weſt ſide of Glenluce bay, where veſſels ride ſecure in all winds, the eaſtern points excepted. This direction leads to the mull of Galloway, a promontory well known to mariners who navigate the Iriſh channel; and here we are again in the latitude of Burrowhead, which now appears at the diſtance of 10 miles eaſtward.

Theſe two capes are ſituated in north lat. 54-44, nearly on a line with Belfaſt, Whitehaven and Durham.

| | | |
|---|---|---|
| North from Dublin | 96 | geographical miles. |
| ——————Amſterdam | 164 | |
| ——————London | 226 | |
| ——————Paris | 413 | |
| South from Copenhagen | 68 | |
| ——————Edinburgh | 84 | |
| ——————Stockholm | 336 | |
| ——————Peterſburg | 371 | |
| ——————Bergen | 383 | |

Being upon a medium, half way between the capital of France and thoſe of the northern ſtates of Europe.

Such a ſituation implies an extenſive commerce, and flouriſhing manufactures; and ſtill more ſo, when natural advantages, ariſing from a coaſt of 82 miles in length, without including the curves occaſioned by headlands; which coaſt is furniſhed with

above 50 ports or creeks, ſome adapted for veſſels of burden, as thoſe of Annan, Dumfries, Kirkudbright, Garlieſtown, the iſle of Whitehorn; others, ſufficient, or which at a ſmall expence might be made ſufficient, for the admiſſion of fiſhing buſſes, or ſmall decked veſſels. On the land-ſide we perceive a ſhore fertile in grain, of which many cargoes are annually exported to Greenock, the Highlands, Dublin and Liverpool*.

The back country is leſs fertile, being compoſed chiefly of rock, thinly covered with earth, producing only heath and ſhort graſs, on which, however, an incredible number of ſmall ſheep, black cattle and horſes, are annually raiſed, both for the home and Engliſh market.

The marine productions are ſalmon, eels, white fiſh, and generally herrings, in greater or leſſer quantities.

Here, therefore, is a ſufficiency by ſea and land, for the ſupport of the people, and a ſurplus for the relief of others; with every natural conveniency of ports and harbours for facilitating fiſheries and commercial intercourſe.

We are next to conſider the relative ſituation of this coaſt with other countries, and the advantages of its local ſituation for trade and fiſheries. It lies in the centre of the three Britiſh kingdoms, nearly at an equal diſtance from Land's End on the ſouth, and the Pentland firth on the north; alſo, between the Britiſh ſea on the eaſt, and Ireland on the weſt. It is (taking the centre of the coaſt as the medium diſtance) within half a day's ſailing of Whitehaven, Workington, Maryport, and other trading towns in

* In the memorable year 1782, this country ſent ſeveral cargoes of grain and meal to Greenock and Port Glaſgow, which contributed to keep the people from ſtarving; they alſo ſent conſiderable quantities of barley to Liverpool and Dublin, at great prices. Their crops happened to be good, and their harveſt was early, while other parts of theſe kingdoms experienced the reverſe.

Cumberland—the counties of Down and Antrim, the ſeats of manufactures, bleacheries, fiſheries and navigation in Ireland—the iſle of Man, remarkable for its great herring fiſheries—within two days ſailing of Glaſgow, Liverpool, Dublin and the Iriſh fiſheries—and within three days ſailing, with a fair wind, of the Hebride fiſheries. We may alſo notice its very favourable ſituation for the American and Weſt-India trade, opening immediately to the Atlantic, and enjoying all the advantages of the Clyde, and the coaſts on the Iriſh channel.

Having thus enumerated the bountiful diſpenſations of the Author of Nature, to this coaſt, we ſhall now ſtate the improvements of ſuch gifts, by the inhabitants.

Of ſhipping, and foreign trade, they have none, the exports of grain and meal, by barks and ſloops excepted.

Of buſſes, for the Iriſh and Hebride fiſheries, they have not a ſingle veſſel.

Of manufactures in ſilk, cotton *, wool, linen, thread, iron, copper, lead, ſteel, ſalt, leather, ſoap, &c. they have not the ſmalleſt appearance.

Hearing theſe circumſtances repeated, without variation, at every village, town, or royal borough, I loſt all patience: "Unhappy beings! how in the name of wonder, do you get a ſubſiſtence?" "We do a little," anſwered they, "in the ſpirit way; we ſmuggle a little:" A proof, among many others, that of all trades, that of ſmuggling, however flattering to ſpeculation, is the moſt fallacious in the experiment.

Previous to the union, this coaſt, as before obſerved, had ſome traffic and ſhipping. Some of the ports were reſpectable, when Greenock, Rothſay, and Campbeltown, were compoſed of a few thatched cottages, and when Port Glaſgow had no exiſtence. The high duties to which Scotland ſub-

* I have juſt been informed that cotton mills are now building at Annan, and Newtonſtewart.

jected

jected itself at the union, held out allurements too flattering for human avarice, and many persons who had procured a livelihood by trade and fisheries, betook themselves to illicit practices, of which we see the fatal consequences wherever that custom prevails, but more particularly on this coast, from one end to the other. This will be further illustrated in the comparison between the present state of these ports, and the four places above-mentioned.

The former took to smuggling; they are beggared, and many of their towns are in ruins. The latter applied to trade, manufactures and fisheries—they are comparatively opulent—elegant buildings; and regular streets occupy the place of straggling thatched huts—their bays are now accommodated with excellent keys, wharfs and storehouses, and a foundation is laid for extensive commerce with Europe and America.

Similar causes will produce similar effects on the Solway firth, as soon as the inhabitants shall apply to ship-building, the making of sails, nets, ropes, salt, casks, and whatever is necessary for the complete equipment of fishing and coasting vessels, in which they have the example of their neighbourhood, in Cumberland, Ireland, the isle of Man, Campbeltown, and Rothsay.

In 1772, the small town of Campbeltown fitted out, and entered for the herring fishery 95 decked vessels, which employed 1235 seamen, and gave employment to persons of all ages belonging to the town and its neighbourhood, from 6 to 80 years or upwards. Now, supposing that the inhabitants of at least 150 miles of coast, including the curves, upon the Solway firth, shall begin to build and equip the same number of vessels, (which, I believe, will be nearly 2 vessels upon an average, for each port or creek) the good effects of this first attempt, would be quickly felt amongst a people who have been long devoted to sloth and indigence, while the returns on the sale of herrings, would incite new enterprizes.

Perſons of both ſexes, and of all ages, would be fully employed and well paid; the whole coaſt would aſſume a new appearance, and joy would gladden every face, inſtead of that dejected gloom which is the preſent characteriſtic of the people of Galloway.

Such would be the conſequences of exchanging the idle habits of ſmuggling for the more certain profits which the ſea affords; and while the inhabitants of the ſhores were thus engaged in the various branches depending on the fiſheries, which may be called the maritime ſtaple of Scotland; ſome attempts might be made towards introducing induſtry through the inland parts of this diſtrict, where the trade of grazing gives employment to a few hands only, while the main body of the people drag out a life in idleneſs and penury. The great national ſtaple of Scotland is the linen manufacture, linen-yarn, and thread; for which there is an unbounded demand in both kingdoms; but ſuch is the inattention of theſe ſouthern inhabitants to induſtry, that while, in 1783,

| | Yards. | Value. |
|---|---|---|
| The linen ſtamped for ſale in the whole kingdom was | 15,348,744 | 775,100 |
| In the county of Angus alone | 6,742,387 | 177,105 |
| In the counties of Dumfries, Kirkudbright and Wigtown, to which the habitable part of Angus is as 1 to 8, only | 47,519 | 2,167 |

If the neglect of the fiſheries by theſe people, while all their neighbours are riſing into conſequence by means of that branch, afford matter of ſurprize; the neglect of the linen manufacture muſt appear equally unaccountable in a province furniſhed with ſome hundred ſtreams, many of them conſiderable, and all of them proper for bleaching.

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This coaſt alſo lies within ſight of that part of Ireland, where the greateſt manufacture of linen in the known world is carried on, by the deſcendants of Scotſmen, chiefly from theſe ſouthern coaſts. The weſtern extremity of Galloway approaches ſo near the counties of Down and Antrim, that the bleachers of the latter may be diſtinctly ſeen with the naked eye. To thoſe bleacheries the farmers of Galloway and Cantire ſend their webs to be whitened, for the uſe of their families, ſaddled with the expence of carriage by land and water.

Upon the whole, theſe countries ſeem to be little removed from a ſtate of nature; it would therefore be meritorious in the board of truſtees at Edinburgh, to encourage certain experienced perſons to inſtruct the people in ſpinning, weaving, bleaching; alſo, in manufacturing materials for the fiſheries.

The coaſt, or the greateſt part of it, labours under ſome natural impediments to infant manufactures, which may in part be removed, with little or no expence to the public. It hath neither coal, lime, turf, nor freeſtone. The coal is therefore brought from Whitehaven, burdened with a high duty, beſides freight and port dues, in loading and unloading. The lime is ſubject to the ſame expenditures, the duty excepted. When theſe articles arrive at the ports, another expence attends the carriage to the inland parts, which is performed by little carts, each drawn by a ſmall horſe, * ſometimes two.

* "The carriages in common uſe," ſays Dr. Johnſon, in his Tour through Scotland, "are ſmall carts drawn by one little horſe; and a man ſeems to derive ſome degree of dignity and importance from the reputation of poſſeſſing a two-horſe-cart."

Theſe carts are, however, ſubject to the ſame duty as carts in England, which contain four times the quantity. The ſame obſervation is applicable to the duty on horſes. In Scotland the horſes in general uſe amongſt the farmers, are not, upon an average, worth above 7l. each, being generally ſmall and lean, from hard labour, upon a ſcanty ſubſiſtence; in England the farm horſes are large, well-fed, and able to draw againſt 2 or 3 of the former, on which accounts theſe duties ſeem unequally levied.

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On theſe carts, which, when drawn by a ſingle horſe, carry a quantity equal to the load of two London wheel-barrows, a duty was laid in 1783, of 2s. each; and in 1784, it was enacted, that the half-ſtarved farmers who ride theſe half-ſtarved horſes, ſhall pay a duty of 10s. for each horſe ſo rode upon; which duties on horſes and carts, in a country thus miſerably circumſtanced, have occaſioned univerſal diſcontents and murmurings, while the revenue derived therefrom, after deducting the expence of collecting, &c. is ſcarcely worth bringing to account.

The people of theſe parts alſo behold, with much concern, the unequal prices, between that coaſt and Ireland, of candles, ſoap, ſalt, leather, iron and other neceſſaries, for manufactures, fiſheries and common uſe, owing to the high duties to which the Scottiſh nation are ſubject.

*Abridgment of Anſwers, &c.*

*Dumfries.* The cod fiſhery in the Solway firth is very inconſiderable, owing to the rapidity of the tides, and the bottom being all looſe and ſandy. Upon the Engliſh ſide it is better, the bottom being harder and firmer, and of courſe more food for the fiſh. The ſalmon fiſhery is the moſt conſiderable on this coaſt. They have alſo a little herring fiſhery, moſtly towards the iſle of Man, but of no great conſequence.

*Kirkudbright.* The cod fiſhing on this part of the coaſt, is alſo very poor, and the herring fiſhing trifling. The beſt are the ſalmon fiſheries, one of which alone is let for 384l. and is moſtly carried to the Liverpool and Whitehaven markets, and a few to the Weſt Indies.

*Wigtown.* The cod fiſhing near this, is better than in the two former ports, but not very conſiderable. The herring fiſhery very indifferent, and

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the ſalmon fiſhery good. It appears plain to me, that the ſmallneſs of the fiſhing on the coaſt of theſe ports, is more owing to ſmuggling, than want of fiſh, and that if proper veſſels were ſent farther out to deep water, they would find no ſcarcity of fiſh.

*Of the Firth of Clyde, from the Mull of Galloway to Greenock, including the Coaſt of Airſhire, Renfrewſhire, and Part of Wigtownſhire.*

Soon after leaving the mull of Galloway, we enter the eaſtern coaſt of the firth of Clyde,* which ſtretches 90 miles in a ſtraight line northward to Greenock, the principal port on that river, and of the whole kingdom, near which place it ceaſes to be navigable for ſhipping.

This coaſt lies in the form of a creſcent, part of Wigtownſhire compoſing the headland on the ſouth; Renfrewſhire on the north; and Airſhire in the centre.

The proſpects from the hills around the mull of Galloway, are magnificently grand. We have here extenſive views of the Atlantic, the firth of Clyde, and the Iriſh channel. On the north appears the craig of Ailſa, riſing from the firth of Clyde in a conical form, to a great height; weſtward is the far-projecting peninſula of Cantire, which ſtretches within 13 miles of the county of Antrim; beyond, on the north-weſt are ſeen Ilay, and the paps of Jura; due weſt the county of Antrim; on the ſouth, is the county of Down, the coaſt of Cumberland, and the iſle of Man. Some writers affirm that this coaſt may be ſeen from Snowdon in Carnarvonſhire, with the naked eye; but, as the diſtance between that lofty mountain and Galloway, is 115 miles, it is probable that the land ſeen from Snowdon, is the mountains of Mourne, in the county of Down, which may, at ſuch a diſtance, be very eaſily miſtaken for the Scot-

* This extenſive coaſt is alſo undeſcribed by travellers.

tiſh

tiſh coaſt. No part of Wales is diſcernible from the latter.

The weſt coaſt of Galloway, facing the Atlantic, abounds in ſmall bays, but being expoſed to the violence of the north-weſterly winds, theſe openings are little frequented, excepting Port-Patric, a ſmall harbour oppoſite Donnaghadee in Ireland, from which it is diſtant ſcarcely 20 miles, and is therefore the ſtation of the packets to and from that kingdom. Perſons of diſtinction, to avoid a ſea voyage of 60 miles between Holyhead and Dublin, frequently go round by Port-Patric, where they are wafted over in 3 or 4 hours. This place is 90 miles from Glaſgow; 132 from Edinburgh; 136 from Dublin; and 419 from London, by the Carliſle road.

We now turn the Fairland point, which forms the ſouth entrance of Loch Ryan, one of the moſt commodious bays in theſe kingdoms; very acceſſible; well ſheltered from all winds, excepting the north-weſt; with good anchoring ground, of ſufficient depth, in ſome parts for men of war, and in general for merchantmen. It is near 8 miles in length, and $1\frac{1}{2}$ at its entrance, from whence it widens to $2\frac{1}{2}$ miles. At the head of the bay lies Stranrawer, a royal borough, admirably ſituated for trade and fiſheries, eſpecially in ſeaſons when the herrings viſit the bay; of which they availed themſelves, as appears from their exports in 1758, amounting to 13,121 barrels; they alſo attempted the Hebride fiſheries by decked veſſels, but that trade is at preſent nearly extinguiſhed, though the inhabitants are ſtrongly diſpoſed, and well qualified for a maritime life.

The road for Airſhire continues about 8 miles on the north edge of the bay, and hath a commanding view of the oppoſite coaſt, which, owing to the good taſte of certain perſons of diſtinction, is finely laid out and well incloſed with thriving hedges. The coaſt at the north entrance of the bay being lofty, and almoſt perpendicular rocks, waſhed by the ocean,

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does not admit of a road for travellers; the gentlemen of this county, and Airſhire, have therefore formed a good road through Glen-Nap, a moſt ſequeſtered valley, ſeveral miles in length, watered as uſual by a meandering river, which, after collecting the tributary rills of the mountains on each ſide, loſes itſelf in Loch Ryan.

Upon emerging from this glen, the coaſt of Ireland, Cantire, Ailſa, Arran, and other objects, riſe gradually to view. We are now in Airſhire, which conſiſts of three great diviſions, viz. Carric, on the ſouth; Kyle, in the centre; and Cunningham, on the north; the whole compoſing one of the largeſt counties in the ſouth of Scotland; for the moſt part fertile, highly cultivated, incloſed with hedge-rows, ornamented with numerous ſeats, parks and pleaſure grounds of nobility and gentry; abounding in grain, large well-fed cattle and ſheep, coal, limeſtone, and timber.

Its rivers are numerous, ſome of them conſiderable, and generally ſtocked with ſalmon. Its extenſive coaſt, of 60 miles in a line, is ſometimes viſited by the ſhoals of herrings, frequently by fiſh of the leſſer whale kind, and is at all times the repoſitory of white fiſh. Nature having done ſo much by ſea and land, we ſhall next ſtate the *per contra*, on the part of the inhabitants.

After a ſhort ride upon the high lands above Glen-Nap, we deſcend to the coaſt, where the river Stincher falls into the firth of Clyde, forming a harbour for ſmall veſſels, but in a ſtate of nature.

A poor little village, without any appearances of trade or manufactures, called Balintrae, enjoys, or rather abuſes, this fine ſtation for fiſheries of various denominations. Now and then an old man brings in 10 or 12 dozen white fiſh upon ſpeculation, and if per chance, 2 or 3 travellers ſhould dine or ſleep in the village, his fortune is made for that day, and the next. Sometimes theſe indigent perſons will ſell

haddocs, whitings, and ſmall cod, to the amount of 2 ſhillings.

From this place to Girvan, at the diſtance of 15 miles, the road is cut along the edges of verdant mountains riſing ſlantingly from the ſea, to a great height, and affording excellent paſture for ſheep, whoſe appearance relieves the timorous mind, for wherever ſheep can feed, no danger is to be apprehended in travelling; beſides, the edge of the road is fenced with a low wall. In ſome parts the road riſes, ſeemingly, to the height of 300 feet from the ſea; while above, there appears to be more than double that height. Every object, whether above, below, or at a diſtance, is enchanting to the ſight, and the whole compoſes, in clear weather, one of the fineſt proſpects in theſe kingdoms. Cumberland and the iſle of Man, now diſappear; Ireland is faintly ſeen at a great diſtance due weſt; but Ailſa, Cantire, Arran, and the Highland mountains, are in full view. The ſhipping paſſing to and fro, contribute to enrich the proſpect.

Girvan, a large and populous village, is ſituated at the mouth of the river Girvan, which alſo forms a natural harbour where fiſhing veſſels might find ſufficient water. From this coaſt the craig of Ailſa lies 9 miles weſt, and 19 miles from the oppoſite coaſt of Cantire. This rock is 2 miles in circumference at the baſe, is acceſſible only at one place, and riſes to a great height in a pyramidical form. A few goats and rabbits pick up a ſubſiſtence among the ſhort graſs and furze; but the importance of the rock conſiſts in the great variety and boundleſs numbers of birds, by which it is frequented, particularly the gannets or ſolan-geeſe, whoſe young are uſed at the beſt tables, and bring a good price. Other birds are caught, for their feathers. The rock is rented from the earl of Caſſils at 33l. per annum. The depth of water around the baſe is from 7 to 48 fathoms. It is ſurrounded with excellent banks, well

ſtocked with cod and other white fiſh; but ſuch is the infatuation of the people on the coaſt of Airſhire, that theſe banks are little frequented. There are two roads from Girvan to Air; one by the ſhore, which, in ſome parts, leads over the ſands, and is only paſſable at certain times of the tide; it is properly a horſe-road, and that only for perſons acquainted with the coaſt. The beſt, and moſt frequented, though not the ſhorteſt road, is by Maybole, diſtant 15 miles.

On leaving Girvan we loſe ſight of the firth of Clyde, and its diſtant proſpects; the road is entirely inland, through an extenſive, beautiful, and populous valley, watered by the river Girvan, affording an agreeable variety, after the hair-breadth eſcapes, and diſtant views in the former ſtage. Of the ſeats in this valley and neighbourhood, that of Sir Adam Ferguſon exceeds all others in ſituation, elegance and taſte. The grounds are beautiful, the planting is conſiderable, judiciouſly ranged, and in excellent condition. Other particulars could be mentioned, which give ſtill a higher degree of pleaſure, but as theſe ſpeak for themſelves, every where around, we ſhall not attempt further explanation.

Towards Maybole, the low country opens to a great extent, on the north and eaſt, in which direction the eye ſcarcely perceives a boundary. Maybole is a ſmall but antient town, with little trade, at the diſtance of 5 miles from the coaſt, and 9 from Air. Towards this laſt place we croſs the river Don, over a bridge of one arch, ſaid to be wider than that of the Rialto at Venice. A little further, is the large river Air, on which ſtands the capital of this extenſive county, formerly a place of good trade, and ſeat of fiſheries; all of which have vaniſhed, and the people live by one another. Air appears, from hiſtory and other documents, to have been a conſiderable place at the time of the Norman conqueſt; the vouchers of its antiquity are corroborated by an elegant building, called the Croſs, which hath eſcaped the deſtructive

rage of the laſt and preceding century. The date on this fragment of antiquity is 1055, conſequently it hath ſtood in its place above 730 years, and it is to be wiſhed that the majority of the inhabitants will unite in preſerving it from being deſtroyed by perſons who have expreſſed a ſtrong deſire to that purpoſe. In 1557, the tax levied upon Air was 236 pounds Scots; upon Glaſgow only 202. In 1771, Air was aſſeſſed at 15s. ſterl. and Glaſgow at 181. 10s. In 1751, the pickled herrings exported from Air, were 6624 barrels; ſince the year 1777, none. Theſe revolutions appear the more extraordinary, when we conſider the very advantageous ſituation of Air, both by land and water; the fertility of the country; the riches of the ſea; its contiguity to the weſtern fiſheries, on one ſide, and to Glaſgow, on the other; the large returns for cattle, grain, and coal; the ample revenues of the town; and particularly the conveniency of its harbour for fiſhing veſſels of every conſtruction. It may however, be preſumed, that a ſober, intelligent people, ſtrongly diſpoſed to induſtry, will avail themſelves of the propoſed regulations to unfetter the fiſheries, annihilate cuſtom-houſe impoſitions, and facilitate the home markets. Completing the great canal, will alſo facilitate the revival of a commercial ſpirit on this coaſt; while on the weſt, a ſhort and ſafe paſſage to the Hebrides will not only open new enterpriſes in the herring and white fiſheries, but alſo enable the inhabitants of Airſhire to ſupply the poor Highlanders with grain, meal, and coal, of which the former have a redundancy, thereby opening new ſources of traffic, to the mutual benefit of the rich as well as the poor country.

Twelve miles due north lies Irvine, a neat ſmall port, which formerly had ſeveral buſſes in the herring fiſhery. At preſent that branch is given up, but the inhabitants ſtill employ a number of brigs in the coal trade to Ireland. Some years ago, it was reſolved to pull down the old church of this pariſh, and erect another on its ſite, when the workmen diſcovered a cemetery containing

taining a number of ſtones, whereon were cut the effigies of armed knights, as large as life, in excellent workmanſhip, with inſcriptions in the Saxon character, ſuppoſed to import the name, quality, and other particulars of the warriors, whoſe remains had been there interred; but ſuch was the ignorance of the inhabitants, that the effigies and writings were effaced, to prepare the ſtones for the new building.

Six miles further, is Saltcoats, whoſe fiſheries have dwindled from 12 to 5 buſſes; but the inhabitants have not loſt their ſpirit; they employ ſeveral veſſels in the coal trade to Ireland; and have eſtabliſhed ſome ſalt-works, a rope-work, and the trade of ſhip-building.

Saltcoats is the laſt and moſt northern town in Airſhire, from whence decked veſſels are fitted out. It is alſo the only port along the extenſive and very dangerous coaſt between Loch Ryan and Greenock, that admits of improvement, for the protection or ſhelter of veſſels, in all kinds of weather, and in every time of the tide. To the want of a ſafe aſylum on this bare coaſt, none of the harbours having more than 13 feet water at ſpring tides, hath been owing the loſs of many ſhips and valuable cargoes, among which were the Ann, the Jeany, and Murdoch, of Glaſgow, and the Thomas of Hull, within theſe few years. Had a fourth part of the value thus loſt, been applied to the enlargement and deepening of this harbour, theſe accidents would have been prevented.

Nature hath almoſt completed the work, by running out two low rocks in the form of a horſe-ſhoe, to the depth of 16 to 18 feet water, on which piers might be built at no great expence to the public, though far beyond the abilities of a ſmall town without revenues, and whoſe main ſtaple, the fiſheries, is almoſt extinguiſhed. The expence of extending the piers, and deepening the harbour will not exceed 8000l.

From this place to Greenoch, diſtant 28 miles,

the coaſt becomes lofty, affording no protection in ſtrong weſterly winds, for veſſels of any ſize, a ſmall channel, called the Fairly road, excepted. Neither is there any place, that can with propriety be called a town, upon that ſhore, or within 10 miles of it *.

Between the main land of Airſhire and the coaſt of Cantire, is the iſle of Arran, 14 miles in length, and 9 in its greateſt breadth, where are the remains of ſalt-works, coal-works, and other appearances of trade; but at preſent the whole iſland exhibits one continued ſcene of poverty and dejection, bordering on deſpair. This iſland is ſurrounded with fiſheries of various denominations; and here are the bays of Lamlaſh, Brodie, and Ranza, where ſhips of any burden may ſafely ride in all weather. At the bottom of the bay, was a fine circular pier, now in ruins. In 1558, the earl of Suſſex carried his fleet into this bay, where he landed, burned and deſtroyed the whole country around; having performed this ſervice, he proceeded to the ſmall iſland of Cumbray, which he ſerved in the ſame manner.

I ſhall cloſe this ſurvey of the weſtern coaſt, with the following remarks;

* So late as the year 1263, the Norwegians made a freſh invaſion on the weſt of Scotland, with a fleet of 160 ſail, and an army of 20,000 men, commanded by Haquin king of Norway, whoſe ravages on the coaſt of Air, Bute, and Arran, reaching the Scottiſh court, an army was immediately aſſembled by Alexander III. and a bloody engagement enſued at the village of Largs facing the iſland of Bute, when 16,000 of the invaders were ſlain in the battle and flight, with 5000 Scots. Haquin eſcaped to the Orkneys, where he ſoon after died of grief. The entrenchments of the Norwegian camp may ſtill be traced along the ſhore of this place. The Scottiſh commanders who fell in battle were buried in a riſing field, near the village; 3 or 4 perſons were interred in one grave, on each ſide of which was a large ſtone, a third was placed acroſs the grave, ſupported at the extremities by the ſide ſtones, and in this rude manner the warriors lay entombed. Some years ago the proprietor of the field demoliſhed theſe repoſitories of the dead, leaving only one, (a ſpecial favour!) which ſerves to give an idea of the whole.

| | Miles. |
|---|---|
| That between Berwic and the head of the Solway firth, a tract of more than | 70 |
| The head of that firth and the mull of Galloway, a coaſt of - - | 82 |
| The mull of Galloway and Greenock, ditto | 90 |
| Alſo the iſle of Arran, whoſe circumference may be eſtimated at - - | 40 |
| The whole containing, in a ſtraight line, | 282 |

On which tract, and ſhores, there are no manufactures, trade, fiſheries, or ſhipping, (a few brigs in the coal trade excepted) worthy of notice. Nor is there, on the whole coaſt, a three-maſted ſhip, or a town whoſe inhabitants amount to 7000; if therefore, we make allowances for the difference in ſoil and climate, the ſituation of the inhabitants in general, is not much preferable to that of the Highlanders; and this, as well as the preceding ſurvey of the Scottiſh ſhores, confirms the former obſervation, that the traffic and buſineſs of the kingdom, doth not at preſent extend beyond the limits of the three navigable rivers, and a portion of the eaſt coaſt; but even the ſhipping of theſe ports is comparatively trifling to that of the neighbouring ſtates of Holland, Hamburgh, and the Baltic.

Ships of 500 tons burden are unknown in Scotland, excepting for the purpoſe of tranſporting emigrants to America, and theſe are purchaſed from England, Hamburgh or Ruſſia; conſequently, ſhip-building hath not yet been carried to that extent which it would be the intereſt of government to raiſe it, and which the combined maritime ſtrength of France, Spain, Holland, and other ſtates, with whom we may be at war, ſeems to require.—" It was recollected, ſays an intelligent writer, that the fitting of our fleets had been retarded, by the combination of carpenters, at the commencement of the late war; that both public and private bodies had been obſtructed by ſimilar agreements among the coopers;

at a time too when the journeymen coopers on the Thames, were receiving for their labour 15s. a day, without having raiment for themſelves or ſhelter for their wives. When a body of troops were ſent from the Clyde, in 1776, Scotland could not furniſh coopers enough to anſwer the ſpeedy demand for packages, though ſtaves abounded; and the intelligent and active men, who were entruſted with the victualling of that body of troops, collected coopers from the moſt diſtant parts of England. An armament then may be delayed or even defeated, amid the preſſures of war, by the paucity, or the combination of coopers, which may be procured equally by the incitement of our factions, or by the money of our foes. But, combinations can only be prevented by augmenting the numbers of the defective claſſes. The augmentation of numbers can alone be gained by additional employments; and thus combinations among tradeſmen may be prevented, or beat down, by raiſing up many competitors among the extravagant workmen, whoſe ſervices are wanted the moſt, both in peace and war. It is ſurely wiſer to guard by foreſight againſt public diſappointment, than to ſolace our misfortunes by the downfall of a miniſter, who may have been merely unable, from the ſcarcity, or combination of coopers, carpenters, and ſailors, to execute a meaſure without the reach of poſſibility." The ſame author, ſpeaking of the great encouragement given by this country to ſhip-building in America, ſays,—" Of the 679 veſſels, which were required to tranſport the great Weſt India cargo of 1772 to Britain, much more than two thirds had been built in our colonies; to ſo great an extent had we reſigned the moſt uſeful of all our manufactures to our colonies, contrary to the remonſtrances of the wiſeſt men of their time. We have been ſufficiently ſolicitous about the manufactures of wool, of hats, and of iron in the colonies; but we have cared little, during the laſt century, for the more important

portant manufacture of ſhips. This had been a melancholy remark, were it not that we may derive conſolation from reflecting, how much the public wiſdom may convert misfortunes into benefits. We may now regain the buſineſs of ſhip-building to no ſmall extent, which our imprudent kindneſs had given away: our ſafety requires, that we ought to retain every advantage, which a ſignal revolution has happily thrown in our way." *

The late war almoſt annihilated the Scottiſh ſhipping, particularly thoſe belonging to Glaſgow, Greenock, and other ports on the Clyde, of which,

* It may be agreeable to men of buſineſs, as well as to men of ſpeculation, to be informed of the preſent rates of ſhip-building, in the ſouthern harbours of England and Wales; as they were communicated by an intelligent perſon, who made a tour with a view to diſcover the ſhip-yard, the cheapeſt and beſt.

*In the Thames and Britiſh Channel.*

| | per ton. |
|---|---|
| At Graveſend, Broad Stairs, Dover and Folkſtone, | £. 8 0 0 |
| At Hurſtake, Cowes, Southampton, Weymouth, Tingmouth, Bridport, Topſham, Shoreham, Dartmouth and Cawſand, 7l to - - | 7 10 0 |

*In the Briſtol Channel, on the Engliſh ſide.*

| | |
|---|---|
| At Biddeford and Barnſtable - - | 6 10 0 |

*In the Briſtol Channel, on the Welch ſide.*

| | |
|---|---|
| At Newenham, Gatecomb, Chepſtow, Newport, Hythe and Swanſey, 6l. 10s. to - | 7 10 0 |

For thoſe prices the workmen engage to compleat the hull and joiners work, carved work, and the work of painters, glaziers, &c. without any extra charge. At thoſe ſhip-yards, and indeed all the ſhip-yards of the kingdom, have been full employment, ſince the peace. It is this fulneſs which creates many other ſhip-yards; and it is the eſtabliſhment of new ones, which, by means of competition, reduces the price of manufacture to the loweſt poſſible point. We are told that the ſhip-builders of New England will contract to build ſhips at 3l. ſterling per ton, including the joiners work. If an American-built ſhip will laſt 7 years, and a Britiſh-built ſhip 21, ſurely the latter will prove the cheapeſt. On ſuch topics it is not worth while to argue about farthings. Even after the American-built ſhips had arrived in the Thames, they uſed to require expenſive additional joiners work, &c. on the hull.

The above paragraph was inſerted by miſtake in another place.

it is aſſerted, 313 veſſels of various ſizes, were captured; while other circumſtances, as the loſs of the excluſive trade to America; the non-payment of the American debts; the ſuperior advantages of Ireland for the ſupply of that country, and the Weſt Indies; with the decay of the fiſheries, all happening at the ſame period of time, have been heavily felt by the merchants and traders of that coaſt; every individual ſuffered in a greater or leſſer degree, and hundreds were utterly ruined by that war and the ſubſequent revolution.

Notwithſtanding theſe adverſe circumſtances, the commercial ſpirit of Glaſgow and Greenock ſeem not in the leaſt abated; ſhip-building, as merchantmen, brigs and ſloops, is carried on with the utmoſt alacrity; numbers of young men, who, from the want of employment at the plow, muſt have embarked for America, are at preſent fully engaged in the dock-yards; of whom the proportion to experienced carpenters is as three to one. Every lad thus employed may be conſidered as adding ſomething to the Britiſh navy; and ſhould the buſineſs of ſhip-building become general and permanent in that kingdom, as well as in England, navies might be raiſed almoſt inſtantaneouſly, to the aſtoniſhment of mankind, and the terror of united enemies. The obſtructions to the ſucceſs of our naval operations, from the ſcarcity of ſeamen, carpenters, coopers and tranſports, will be more or leſs removed in proportion to the encouragement given to fiſheries, and ſhip-building in that kingdom. Since the reign of James IV. all the exertions in the latter branch have been made by the people only, unaſſiſted by government in any reſpect whatever; while in England, Ireland, and the maritime nations of Europe, the public money hath been judiciouſly and liberally applied to this great object.

There is not in the whole kingdom of Scotland a dock for building or repairing ſhips of the line. An effort was made ſome years ago, at Leith, whereby the

the navy was re-inforced with a frigate, the only inſtance of miniſterial favour to that or any other port in Scotland, ſince the union of the two kingdoms in 1706. The launching of this veſſel, a ſight ſo new and extraordinary, drew to Leith, the whole inhabitants of Edinburgh, with the adjacent country; and when we conſider the long period of time between the reign of James IV. and his preſent majeſty, it is not to be wondered, if, at the launching a ſhip of war ſome untoward events ſhould happen. The wedges were removed, but the frigate, inſtead of flying into Neptune's arms, with the velocity of an eagle, diſappointed the gazing multitude, as if to upbraid their country for its ſupineneſs and diſreſpect to the navy.

Having in this manner attempted to deſcribe the preſent ſtate of the maritime parts of Scotland, with a view to the extenſion of fiſheries, navigation and ſhip-building, the following ſketches of the interior country properly follows, and from theſe accounts ſome idea may be formed of the natural and commercial ſituation of that antient and very improveable kingdom.

# REMARKS

ON THE

# SHORT TOUR OF SCOTLAND,

COMPREHENDING THE

# SOUTHERN DIVISION OF THAT KINGDOM,

## AND A CONSIDERABLE PORTION OF THE HIGHLANDS.

AMONG the benefits ariſing from turnpike roads, is that of travelling for health or pleaſure over this extenſive and beautiful iſland. It is an amuſement by which an overgrown, luxurious capital, diſtributes a portion of its ſuperfluous riches through eighty-five counties, and an incredible number of villages, ſome of whom conſider the money thus acquired, as their ſtaple or main ſupport.

On the other hand, the traveller finds his curioſity gratified, his knowledge extended, or his health reſtored; while the ſcenes of penury and diſtreſs which often preſent themſelves to view, eſpecially in the countries which we have been deſcribing, will, in the compariſon, impreſs his heart with gratitude towards the Deity, and teach him a leſſon of contentment, which, till then, he poſſibly never had the pleaſure of enjoying ſo completely.

Thus travelling diffuſes reciprocal benefits, from the centre, to the moſt remote corners of Britain; and partly with a view to this important end, as well as to lay open the internal ſtate of the kingdom, I

have

have drawn up the following remarks upon that part of the road which is leaſt known, though not the leaſt conducive to health, as all thoſe who have made the experiment, readily acknowledge.

Travelling through the interior parts of Scotland, is no longer attended with the dangers and inſurmountable difficulties; the want of neceſſaries, and other inconveniencies, which deterred our anceſtors from viſiting theſe mountainous regions. The people are ſtudious to oblige. Proviſions, eſpecially fiſh, tame and wild fowl; ſmall, but delicate beef, mutton and lamb, are plenty, to thoſe who can afford to pay for them; wines, and ſpirituous liquors, are yet unadulterated in that country; bed, and table linen, far exceed the expectations of every ſtranger; but theſe obſervations are only applicable to the main roads, which are now generally accommodated with carriages.

The beſt ſeaſon for an excurſion into Scotland, is, from the middle of May, till the firſt of Auguſt. The weather is then generally dry and clear, a circumſtance of the firſt importance to thoſe who travel either for health or pleaſure. The glory of Scotland is its pictureſque views, and romantic ſcenery; which, to explore with ſatisfaction, requires both a clear ſky, and ample time: whoever hurries along in a cloſe carriage, arriving late, and ſetting out early, muſt return with a very ſuperficial knowledge of the country, and the manners of the people.

There are 4 roads which lead from London to Edinburgh; viz.

| | |
|---|---|
| By Berwic, on the eaſt, diſtance | 388 |
| — Wooler, in the centre | 378 |
| — Jedburgh ditto, not yet completed, and | |
| — Carliſle, on the weſt | 396 |

The difference between all theſe is trifling; whoever therefore leaves London merely from motives of curioſity, health or information, may ſet out by the eaſt road, and return by the weſt. The Engliſh counties

counties and principal towns through which he paſſes on the eaſt road are,

Middleſex.
Hartfordſhire.
Bedfordſhire.
Huntingdonſhire.
A ſmall part of Northamptonſhire.
Ditto of Rutlandſhire.
Lincolnſhire,—Stamford,—Grantham.
Nottinghamſhire,—Newark.
Yorkſhire,—Doncaſter,—YORK.
Biſhopric of Durham,—Darlington,—DURHAM.
Northumberland,—NEWCASTLE,—Morpeth.

The county of MIDDLESEX, which extends to Potter's Bar, a little way beyond Barnet, conſiſts of ſmall verdant fields, and the noted Finchley common, where travellers in the night time, are frequently eaſed of their gold, watches, and other ſuperfluities which gentleman of the road ſtand in need of.

Hartfordſhire, is a beautiful and highly-improved corn county, though deſtitute of coal, lime, and ſtone; on which account, living is high, and the villages are mean, being chiefly compoſed of timber, or timber and clay; yet there is a neatneſs within, which we look for in vain, either in Scotland, Ireland, or any where on the continent, except Holland.

The ſame appearances extend as far as Stamford in Lincolnſhire, where we firſt meet with houſes built of ſtone. The country, which, from Hartfordſhire to this place, appears low and ſwampy, is now more agreeably diverſified with hills, proſpects, and conſiderable towns.

Paſſing Grantham, and Newark on the Trent, we arrive at Bawtree in Yorkſhire, diſtant 154 miles from London. Hitherto the inns have every convenience for travellers of all denominations, but their wines are adulterated, and their charges are high. In Yorkſhire,

and

and from thence northward, the articles are better, the charges are lower, the people more obliging.

Yorkſhire exceeds in dimenſions any two counties of the kingdom; it is alſo bleſſed with a fruitful ſoil, and an intelligent people, through whoſe indefatigable induſtry, the various branches of agriculture, manufactures, and commerce, continue to flouriſh, though under the heavy preſſures which the exigencies of the ſtate, have from time to time, laid upon them. Equally happy is this county in the number of its navigable rivers, which with the aid of artificial navigations, convey the produce of the moſt remote parts, to the Humber, from whence they are ſhipped at Hull, to London and the various markets of Europe and America.

The rivers over which the traveller paſſes in his northern tour, are

The Idle, at Bawtree.
—— Dun, at Doncaſter.
—— Alder and Aire, united at Ferrybridge.
—— Wharf, at Wetherby.
—— Nyd, near Welsford.
—— Ure, at Boroughbridge.
—— Swale, at Topclif; and the Tees, which divides Yorkſhire from the biſhopric of Durham.

On the right of the great road to Edinburgh, is the antient city of York, the capital of the north, which, though lying a few miles off the main road, every traveller of taſte or curioſity, ſhould viſit, to behold that ſtupendous pile, called the Minſter, which in magnitude and ſculpture hath no equal in theſe kingdoms, nor is it exceeded by any Gothic edifice amongſt the nations of Europe.

York is ſituated at the diſtance of 198 miles from London, and in the centre between that city and Edinburgh. The diſtrict from York to Durham is one continued tract of rich incloſures, luxuriant in grain and paſture, inhabited by an opulent tenantry, accommodated with elegant lodgings, rich orchards,

well

well-furniſhed tables, and handſome geldings to ride upon to church or market, worth from 20 to 50 guineas each.

Durham, capital of that biſhopric, hath alſo an antient edifice, built partly by the munificence of David king of Scotland; and here, at the Red Lion, the traveller firſt perceives the rural beauties of the northern rivers, rolling over beds of maſſy ſtones, between precipitous, craggy banks, ornamented with trees, ſhrubberies and viſtas, enlivened with the choruſes of the feathered creation, proclaiming their gratitude to the Author of theſe ſylvan habitations.

From this repreſentation of the northern rivers, it may be ſuppoſed that the deſcent on one ſide, and the aſcent on the other, are ſomewhat diſtreſſing and inconvenient, eſpecially to thoſe who travel in carriages, and who cannot, or will not, walk a little way, either for their own ſafety, or the eaſe of the horſes.

The ſtage from Durham to Newcaſtle being upon high ground, commands the richeſt, and moſt extenſive proſpects on the road from London to this highly-cultivated country. The Tyne, a copious ſtream flowing from the weſt, cloſes theſe enchanting views. On croſſing this river we enter the county of Northumberland, which extends 64 miles due north to Berwic, where it borders with Scotland.

Newcaſtle is a county of itſelf, large, populous, commercial, and flouriſhing. It is properly the firſt mart of the north, in exports, imports, and ſhipping, beſides its coal-trade, which is immenſe. Its principal manufactures are thoſe of glaſs, bottles, hardware, ſhip-building, and ſalt-works. Ships load and unload as high as the bridge, between which and Shields, 7 miles below, the river forms one continued harbour, ſurrounded with an extenſive country, rich in grain and paſturage. Proviſions are plentiful, good and cheap. But the glory of Newcaſtle is its charitable foundations, though theſe being

ing ſo very general over the whole kingdom; in every town and village proportioned to the abilities of the inhabitants, renders minute deſcription unneceſſary.

The country from Newcaſtle northward, ſeems to excel, were it poſſible, thoſe we have paſſed, in beauty, fertility, and huſbandry.

Morpeth, a large handſome market-town, ſtands on the river Wanſbeck, from whence its exports in grain are very conſiderable.

Some years ago, a road was formed from this place to Edinburgh, by private ſubſcription, through Wooler and Kelſo; which, though it ſaves 10 miles, and affords the traveller a view of the Cheviot hills, Kelſo, the Tweed, and the Tiviot, muſt yield to the Berwic road, both in goodneſs and the variety of pleaſing objects.

Therefore, leaving the Wooler road on the left, we advance to Alnwic, a neat market-town on the river Alne, the reſidence of the antient, the heroic, the opulent and magnanimous family of the Piercies, earls of Northumberland, who, with the Douglaſſes, were long the admiration of Europe; and often the dread of their reſpective ſovereigns. The family ſeat at this place is built in the Gothic ſtyle, moſt ſumptuouſly furniſhed and ornamented; and is open to every ſtranger or traveller who chooſes to walk in. Here the duke lives in ſtate, entertains all ranks of people liberally, from the jolly votary of Bacchus, to the decayed labourer. Nor is the munificence of this family confined to mere acts of charity; the town of Alnwic, and the whole country, have been greatly improved by the preſent owner.

The lands are finely incloſed, planting is riſing on every ſide; the farm-houſes have been moſtly rebuilt in a handſome ſtyle, the roads are kept in good repair, and every circumſtance for the convenience of the tenants, or the embelliſhment of the eſtate, hath its due ſhare of attention. This great

expence neceſſarily requires an increaſe of rent, which, however, does not exceed the bounds of reaſon, humanity, and moral juſtice. Though the rent-roll hath increaſed from 25 to near 60,000l. per annum, this extraordinary ſum is punctually paid, and all parties are ſatisfied. It is not paid in kind, as formerly, but in caſh or bank notes, at the family ſeat, every 6 months, when the tenants in their Sunday's clothes, have an audience of the ſtewards, who give receipts, and take memorandums of repairs and other works to be done. On theſe occaſions, a kind of jubilee is held for 12 or 14 days. The ſpits and the kettles are kept in full employ; the great tables groan under the weight of the mighty ſirloin, the capacious plumb-pudding, and a hundred articles beſides, in butcher's meat, fiſh, paſtry, &c. which are waſhed down in copious potions of wine, punch, or home-brewed ale, ſo old and ſo powerful, as to conquer every man, however ſtout, who gives it a fair trial. In theſe particulars we perceive that the antient hoſpitality and manners, have not intirely fled old England.

The riſing ground on the north ſide of the river, gives a full view of this princely ſeat and its pleaſure-grounds. Weſtward, the mountains ſeem to draw towards the ſea, of which we have a full view; affording an agreeable variety to the generality of travellers, and a new ſight to many.

The laſt ſtage is Belford, a modern village, where the houſes are regularly built, and numbered on the doors, as in London. To Berwic there is nothing remarkable, excepting Holy Iſland, a ſmall ſpot, ſeparated by a narrow channel from the main land, whereon ſtands the antient caſtle of Bamborough. "The iſland was purchaſed from the Foſters, by lord Carew, biſhop of Durham, and with other conſiderable eſtates, left veſted in truſtees, to be applied to unconfined charitable uſes. Three of theſe truſtees are a majority: one of them makes this

place his reſidence, and bleſſes the coaſt by his judicious and humane application of the prelate's generous bequeſt. He has repaired and rendered habitable the great ſquare tower: the part reſerved for himſelf and family, is a large hall, and a few ſmaller apartments; but the reſt of the ſpacious edifice is allotted for purpoſes which make the heart to glow with joy when thought of. The upper part is an ample granary; from whence corn is diſperſed to the poor without diſtinction, even in the deareſt time, at the rate of 4 ſhillings a buſhel; and the diſtreſſed, for many miles round, often experience the conveniency of this benefaction.

"Other apartments are fitted up for the reception of ſhipwrecked ſailors; and bedding is provided for 30, ſhould ſuch a number happen to be caſt on ſhore at the ſame time. A conſtant patrole is kept every ſtormy night along this tempeſtuous coaſt, for above 8 miles, the length of the manor, by which means numbers of lives have been preſerved. Many poor wretches are often found on the ſhore in a ſtate of inſenſibility; but by timely relief, are ſoon brought to themſelves.

"It often happens, that ſhips ſtrike in ſuch a manner on the rocks, as to be capable of relief, in caſe numbers of people could be ſuddenly aſſembled: for that purpoſe a cannon is fixed on the top of the tower, which is fired once, if the accident happens in ſuch a quarter; twice, if in another; and thrice, if in ſuch a place. By theſe ſignals the country people are directed to the ſpot they are to fly to; and by this means, frequently preſerve not only the crew, but even the veſſel; for machines of different kinds are always in readineſs to heave ſhips out of their perilous ſituation."

I have given the hiſtory of this charity on a double account; firſt, that it may ſtimulate others to follow the example in hazardous ſituations for ſhipping; and ſecondly, as a rebuke to ſuch of the Scottiſh

travellers as enter England with narrow-minded religious prejudices againſt the eſtabliſhment of that country, and particularly that learned and reſpectable body, the biſhops, who, in the opinion of enthuſiaſts, will be denied the felicity of a future ſtate. Let all ſuch perſons hide their faces, and tremble for their unchriſtian diſpoſition towards their fellow-creatures, and the miſchievous conſequences to ſociety, wherever ſuch preſumption gains the aſcendant.

A few miles further, opens a view of the ſweet winding Tweed; little indebted, however, at this place, to human induſtry, in the planting of trees and other decorations. Berwic now appears riſing from the north ſide of the river, over which there is a handſome bridge of 16 arches. Berwic is ſituated 335 miles from London, and 53 from Edinburgh.

It was antiently a place of great ſtrength, and of more conſiderable dimenſions than at preſent; often taken by the Engliſh, and as often retaken; at length it was finally wreſted from the Scots in 1482, and is now a county of itſelf, governed by the Engliſh laws, though ſituated in Scotland. Its harbour, ſalmon-fiſheries, and exports, have formerly been mentioned. On leaving this place, we have to aſcend a hill, which riſes, as uſual, to a great height from the river, and affords a variety of proſpects; on the eaſt is the main ſea, on the ſouth is Berwic, the Tweed, and the coaſt of Northumberland; and on the ſouth-weſt are the Cheviot hills.

We are now in the ſhire of Merſe, formerly Berwicſhire: it conſiſts of two diviſions, the lower and the upper; the lower diviſion ſtretches along the north ſide of the Tweed near 30 miles in length, and is in general a pleaſant well-improved country; the upper part is that through which we paſs to Edinburgh, and being moſtly high lands, the air is ſharp, and the ſoil indifferent.

A few

A few miles from Berwic, we arrive at Eyton, on the river Eye, where a gentleman of the name of Fordyce hath begun the laudable work of hedge incloſures, which in a few years, will have a pleaſing effect; but of trees there is a ſcarcity, excepting dull clumps of firs, a mode of planting very common in that kingdom, though ſcarcely deſerving the name of ornamental planting. Dr. Johnſon, who expreſſed his ſentiments freely on this ſubject, hath thereby given great offence, though he only ſpoke what all Engliſhmen think, when they firſt perceive the naked ſtate of that country. The old cuſtom of incloſing with ſtone dikes, begins, however, to be exploded by gentlemen who have any regard for the ornament of their country, the warmth of their grounds, and the protection of the cattle, from the piercing winds of winter, and the flies in ſummer.

Experience hath convinced them that hedge rows, interſperſed at proper diſtances with ſpiral trees, are incomparably preferable, in reſpect of beauty, utility, and duration. This hath long been the practice in moſt parts of England, where all the branches of huſbandry are carried to the higheſt perfection. Here every field affords ſhade and ſhelter; the crops are great, and the paſture is rich. The thorns are planted in double or treble rows, properly fenced from the cattle; the ſoil is occaſionally turned up; and the weeds are carefully taken out. A ſtrong, impenetrable hedge ſoon repays the firſt coſt, in the warmth of the grounds and the condition of the cattle, and no expence is required in repairs, to which ſtone dikes are ever ſubject. The planting of hedges and trees was conſidered of ſuch conſequence in antient times, that the ſtates of Scotland enforced it by laws and penalties*.

From

* "The lords thinkis ſpeedefull, that the king charge all his free-halders, baith ſpirituall and temporall, that in the making of

From Eyton we arrive at Coldingham-moor, the eaſtern extremity of a ridge of hills, which, under various

their Whitſundayis ſet, they ſtatute and ordaine, that all their tennentes plant woodes and trees, and make hedges, and ſaw broome, after the faculties of their maillinges, in place convenient therefore, vunder ſik paine as law and vnlaw of the barronne or lord ſall modifie. James II. anno 1457."

"It is ſtatute and ordaned, anent policie to be halden in the cuntrie, that everilk lorde and laird, make them to haue parkes with deare, ſtankes, cunningares, dowcattes, orchardes, hedges, and plant, at the leaſt, ane aicker of woodde, quhair there is nae greater wooddes nor forreſtes." James IV. anno 1503.

There is not a word in theſe laws reſpecting ſtone dikes. We may therefore ſuppoſe Scotland to have been a well-incloſed country, till the death of James V. in 1542, when Henry VIII. and the ſubſequent regency, not finding their propoſals of a marriage reliſhed by the Scots, between Edward VI. and the young queen Mary, laid the country waſte from ſea to ſea. In a report made to Henry VIII. by the Engliſh wardens of the marches, containing the particulars of their deſtructive incurſions between the 2d of July and the 17th of November, 1544, is the following account:

| | |
|---|---|
| Towns, towers, ſtedes, barnekyns, pariſh-churches, baſtel-houſes, caſt down or burnt | 192 |
| Scots ſlain | 403 |
| Priſoners taken | 816 |
| Nolt, or horned cattle taken | 10,386 |
| Sheep | 12,492 |
| Nags and geldings | 1,296 |
| Goats | 200 |
| Bolls of corn | 850 |

Inſight geare without meaſure.

In another inroad by the earl of Hereford, between the 8th and 23d of September, 1545, that nobleman raſed and deſtroyed in the counties of Berwic and Roxburgh only

| | |
|---|---|
| Monaſteries and friar-houſes | 7 |
| Caſtles, towers, and piles | 16 |
| Market towns | 5 |
| Villages | 243 |
| Milns | 13 |
| Hoſpitals | 3 |

But theſe were only petty exploits compared to the rough courtſhip during the ſubſequent regency, after Henry's death.

The attention of the people being engroſſed with eccleſiaſtical affairs during the ſucceeding reigns, no care was taken to repair theſe misfortunes; objects of national utility and ornament were neglected;

various names, extends from Coldingham to the firth of Clyde on the weſt, thereby croſſing the kingdom from ſea to ſea, and dividing the ſouth of Scotland into two parts. No traveller can therefore reach Edinburgh or Glaſgow, without paſſing theſe hills; but the trouble of aſcending them is amply repaid by the grandeur of the proſpects which they command, in the deſcent northwards.

In this moor the traveller is happy to find a decent inn and good accommodations, called Preſs-inn, 12 miles from Berwic. The aſcent ſtill continues through a bleak tract of 3 miles, when the road takes a ſlanting north-weſt direction, on the declivity of the hills, and gradually opens a moſt extenſive view of the north-coaſt, as far as the promontory of Red-head, in the ſhire of Angus, diſtant above 50 miles, due north. That coaſt is, however, ſoon intercepted, by the coaſt of Fife, which ſtretches along the north ſide of the Forth, from Fifeneſs, the eaſtern point, as far weſtward as the eye can perceive. The entrance of the Forth is diſtinguiſhed on the

neglected: the country being laid waſte, remained in that ſtate till the beginning of the preſent century, when the religious ferment ſubſided, and peace and ſecurity being eſtabliſhed, the gentlemen of the Lothians, began to direct their attention to incloſures, and other rural improvements, but without any regard to the laws of their country: inſtead of hedges, they put themſelves to conſiderable expence in building dikes of ſtone and lime; which ſerved to confine the cattle from wandering, but not to give them ſhelter or protection; the conſequence is, that in hot weather they run from one ſide of the field to the other, during the greateſt part of the day, and thus waſte themſelves; to this, therefore, as well as the ſcarcity of graſs and ſuſtenance, is owing the general leanneſs of the cattle in that country. Neither are theſe fields ſo well ſupplied with water as in England. This example of the Lothians, ſoon became general in the kingdom, where pitiful dikes of looſe pebbles, collected from the corn-fields, were called fences, and the grounds incloſed therewith, honoured with the name of parks. At length the Glaſgow merchants ſeeing the inefficacy of theſe miſerable expedients, and aſhamed of the appearance of their country, ſtruck into the wiſe plan of hedging and planting, recommended in ages which we call barbarous.

north ſide, by the iſle of May, and on the ſouth by the Baſs iſland, a rock of 300 feet in height, covered with an incredible number of ſolan-geeſe, and was antiently a ſtate priſon. The Baſs, from whatever direction ſeen, is one of the principal objects in the magnificent views which theſe hills afford, whether by the Berwic or the Kelſo road; it is alſo ſeen diſtinctly from Stirling-caſtle, 50 miles weſt. This rock is only acceſſible at one place, and that with difficulty, and in moderate weather, yet old people remember an orchard on the ſummit.

A fertile country, and decent farm-houſes, with well-filled yards, now begin to appear on every ſide*. The farms let from 2 to 500l. per annum.

Had this country, which for ſeveral miles lies in a ſloping direction to the edge of the ſea, been incloſed and ornamented after the Engliſh manner, the road to Edinburgh having ſuch commanding views of planting, water, and ſhipping, would have drawn the admiration of every traveller.

The deſcent from Coldingham-moor terminates with a glen called the Peaſe, formerly the terror of female travellers, but now rendered perfectly ſafe by means of a bridge juſt completed, which extends from one ſide of the frightful chaſm to the other, and is of itſelf a curioſity.

It conſiſts of 4 arches, and 3 piers, 2 of which are built on rock; the height of the arches, including the battlements, is 137 feet; and the length of the bridge 325. The expence of the whole, which hath been generouſly raiſed by the gentlemen of the adjacent country, amounts to 1500l. The glen above and below is filled with well-grown trees.

We are now within 36 miles of Edinburgh; the

* Happening to paſs through this country in November laſt, I took particular notice of the farm-yards, all of which were well filled with large handſome ſtacks, placed in rows with mathematical exactneſs, and amounting in number, from 30 to 36.

road

road is good and the country level; bounded on the ſouth, by a lofty chain of hills; on the north by the Forth; having the oppoſite coaſt of Fifeſhire always in view.

Dunbar, 27 miles from Edinburgh, is a handſome royal borough, antiently the reſidence of the potent earls of Hume, of whoſe caſtle, which gave ſhelter to Edward II. in his flight from Bannocburn, ſcarcely a veſtige remains. At this place are preſerved ſome of the Scottiſh pikes, 6 ells in length, the unwieldy implements of attack and defence in former ages. "As eaſily," ſays an Engliſh writer who was at the battle of Pinkey, "ſhall a bare finger pierce through the ſkin of an angry hedge-hog, as any encounter the front of their pikes."

From this place the road is perfectly level to Haddington, the capital of the county of Eaſt Lothian, formerly a place of trade and conſequence, at preſent a poor royal borough.

A few miles further, we paſs the field of Preſton Pans, where the brave colonel Gardener loſt his life near his own garden walls, when 3000 half-armed Highlanders, defeated, and almoſt cut to-pieces, the royal army, commanded by general Cope. At a ſhort diſtance ſtands the large village of Muſſelburgh, at the mouth of the river Eſk. The Forth at this place, hath the appearance of an inland ſea, widening from 9 miles at its entrance, to 18 miles between Muſſelburgh and Largo Bay, in Fifeſhire. Though now within 6 miles of Edinburgh, the traveller perceives no part of that city till he hath arrived at the baſe of Arthur's ſeat, where he finds himſelf at once amidſt ſmoke and buſineſs.

This metropolis is ſituated in 55 degrees, 57 minutes north latitude, and 3 degrees, 14 minutes, longitude from London.

Diſtant from that city, by Carliſle, 396 miles; ——by Wooler and Kelſo, 378; by Berwic } 388

Diſtant

Diſtant from Glaſgow, by Calder, 44; by Falkirk —— —— } 48
——Dungſbay-Head, in Caithneſs —— 273
——Port-Patric, in Galloway —— 132
——Dublin, by ditto —— —— 268

It ſtands in the centre of that fine tract of land which ſtretches 50 miles along the ſide of the Forth, called the Three Lothians, and within 2 miles of the ſpacious Forth, having thereby the benefit of ſea-breezes, which, in winter, blow pretty freſh on a city of ſuch elevation.

The country around being alſo finely variegated with hill and dale, contributes to the health of the citizens. Here agues, and ſome other diſorders common in England, are little known.

The ſite of the old town is extremely ſingular; a ridge or hill, riſes from the weſt ſide of Arthur's ſeat, by a gradual aſcent, and in a weſterly direction, to the height of 180 feet. It ſtretches above a mile in length, and terminates in a perpendicular rock of 300 feet from the baſe. This rock being inacceſſible on all ſides, except the eaſt, naturally ſuggeſted the expediency of a fortreſs on the ſummit, conſiſting of an area of 6 Engliſh acres; in what age, or by what people it was made a place of ſtrength, hiſtory is ſilent. From this origin we may, however, trace the progreſs of the city; firſt, in houſes built contiguous to the fortreſs or caſtle, by which they might be protected, and there increaſing, from age to age, extended at length to the oppoſite or lower termination of the ridge, near the bottom of Arthur's ſeat. The old city therefore conſiſts chiefly of one ſtreet, built on the ſummit of this ſloping ridge, and extending from one hill to the other. It is ſtraight, well-built, and conſidered by the inhabitants as magnificent. The houſes are generally 5 or 6 ſtories high in front, and from 6 to 10 ſtories backwards, owing to the narrowneſs of the ridge, and its rapid declivity

on

on each ſide*. The whole, at a diſtance, having the appearance of vaſt buildings, crowding for ſecurity under the wings of the caſtle.

The views from Edinburgh are its glory; as its incommodious buildings; its narrow dirty lanes, there called wynds and cloſſes, are its diſgrace. An open ſpace between the main ſtreet and the gates of the caſtle, called the Caſtle-hill, affords the citizens an airing before breakfaſt, dinner, or in the evening, with an extenſive view of the new town, the Forth, the ſhipping, and the adjacent countries. From the caſtle itſelf, the views are ſtill more magnificent; but theſe muſt yield to a circular walk on the ſummit of the Calton hill, which affords proſpects of town and country in every direction, ſo variegated and enchanting, as even to ſurpaſs the extravagant deſcriptions in romance; yet theſe views, however improbable it may ſeem to perſons who have not been at Edinburgh, are loſt in the compariſon with what Arthur's ſeat commands.

This hill, as before obſerved, forms the eaſtern boundary of the town, from whence it riſes to the height of 700 feet, being more than double the height of the croſs on the top of St. Paul's, London, which is 340 feet. It terminates in a point, where the traveller may ſit down, and ſurvey at his eaſe, the centre of the kingdom; beſides a compleat view of Edinburgh, and its caſtle, on which he looks down, as if ſeated among the clouds. Theſe near views have been greatly heightened by the buildings lately erected, and will receive additional ſplendour from thoſe now in contemplation.

The city being chiefly raiſed upon a narrow ridge, with one main ſtreet extending along the ſummit, a number of narrow lanes, upon the declivity on each

* The front of the exchange is 60 feet; the back-wall 100; but there are back walls that ſeem much higher than the exchange, where I have reckoned 11 or 12 ſtories.

ſide,

ſide, where neither carriages nor horſes could paſs without danger, thereby loſt, in a great meaſure, the advantages ariſing from the reſort of perſons of rank or fortune, many of whom took up their winter reſidence elſewhere, and thus the balance procured by the induſtrious manufacturers with foreign nations, was regularly drained away by the opulent and idle, to the ſeats of diſſipation, in diſtant climates. At length, ſeveral public-ſpirited gentlemen and citizens, beholding with concern, the miſerable condition of their metropolis, and perceiving the advantages which nature offered for its improvement and extenſion, publiſhed a plan of a new city, in a more eligible ſituation, for the reſidence of the higher ranks in life, and totally unconnected with the old town.

The deſcent on the north ſide of this ſtrange maſs of buildings, terminates in a narrow valley called the North Loch, from its having been formerly covered with water. This valley extends the whole length of the town, from eaſt to weſt, and is bounded on the north by a riſing ground, which ſtretches in a parallel direction with the old city, three quarters of a mile in length, the breadth ſufficient for three ſtreets to run in the ſame direction; the ſummit is flat, the ſoil is gravel, and the air is pure, of which Boreas frequently ſends copious drafts from the north-eaſt and ſouth-weſt. This fine ſpot is bounded weſtward by a romantic ſteep glen, ſhaded with trees, under which the water of Leith flows towards the town of that name, and forms its harbour. Thus bounded on the ſouth by the North Loch, on the weſt by the water of Leith, on the north by the ſame river at a ſhort diſtance, nature could not have formed a place more ſuitable for enlarging an over-crowded capital; and, conſequently the magiſtrates, in 1767, obtained an act for extending the royalty over the ſaid grounds; marked the outlines of a new town, upon a regular

plan

plan of architecture; a view of the ſame was publiſhed on copper-plate; and lots of ground were immediately taken by the nobility, gentry, and principal inhabitants, upon building leaſes, ſubject to quit rents payable in perpetuity to the corporation. The houſes were to be of ſtone and ſlate; commodious, elegant, uniform, and the height limited to three ſtories. The ſtreets were to be from ninety to one hundred and twenty feet wide, perfectly ſtraight, and to croſs each other at right angles. Each end of the town was to terminate with a ſquare; churches and public buildings, were to be erected in the moſt conſpicuous places, for ornament as well as conveniency. The North Loch, at preſent an unwholeſome quagmire, was to be formed into a canal, bordered by terrace walks, and the aſcent to the new town covered with ſhrubberies, &c.

Thus far the deſign of this intended ſeat of elegance was laid out, and conducted with taſte and judgment. "But when gentlemen had begun to build elegant houſes on the faith of the new plan, they were ſurpriſed to find the ſpot appointed for terraces and a canal, beginning to be covered with mean irregular buildings, and workhouſes for tradeſmen." Thus the magiſtrates, not ſatisfied with an increaſe of revenue, both ſudden and unexpected, had nearly fruſtrated the noble work, by deviating from the magnificent plan which had been publiſhed by their authority. The conſequence, was a ſuit before the houſe of peers, in which the magiſtrates were caſt, with loſs and diſgrace; beſides the mortification of having the management of this buſineſs transferred to the hands of the lord preſident of the court of ſeſſion, and the lord chief baron of the exchequer.

By this equitable and patriotic deciſion of the houſe of peers, in thus wreſting the capital from the hands of Vandals, gentlemen were encouraged to proceed in a plan, which, though ſome deformities have eluded their obſervation, owing to the ſtrange infatuation

tuation of the magiſtrates, ſurpaſſes any pile of buildings in theſe kingdoms, of the ſame extent.

One half of the ground is already covered; and, in a few years, the whole will be engaged. The original plan, which was drawn by an ingenious architect, is ſo judicious in all its parts, as to preclude the poſſibility of improvement thereon, one inſtance excepted; viz. to ſhelter the two outſide ſtreets (each of which conſiſting only of one row of houſes) from the cutting winds of the winter, by planting the deſcents on the oppoſite ſides with quick-growing trees, of the moſt ornamental ſpecies, as beeches, larches, aſpine, Cheſhire thorn, and particularly Lombardy poplars, which for their great beauty are now become univerſal around London. Theſe, in a few years, will riſe above the level of the ſtreets, and gradually ſcreen the firſt ſtories; while the ſummits may be planted with double rows of trees, ſo as to protect the upper ſtories, and afford an agreeable ſhade, in ſummer. Trees thus diſpoſed, will alſo correct the air, embelliſh the town, and form a convenient, healthful walk to the inhabitants, eſpecially thoſe whoſe age or infirmities confine them to the vicinity of their habitations. All ſchemes of covering the open ſide of theſe ſtreets with houſes or ſhops, to the height of one ſtory, as propoſed by an anonymous writer, ought to be conſidered as the deluſive projects of intereſted perſons, more attentive to private views, than the ornament and benefit of their country. The manifold advantages ariſing from theſe improvements to individuals, the corporation, and the kingdom at large, are now generally acknowledged; and ſuch hath been the ſpirit and activity of James Hunter Blair, Eſq. that during the few months of his mayoralty, he hath drawn up a moſt judicious plan of improvements on the ſouth ſide of the town, combated the prejudices and the ſelfiſh motives of oppoſition; and procured an act of parliament empowering the magiſtrates,

giſtrates, and certain truſtees, to carry on the important works ſpecified in the ſaid ſtatute.

It hath already been obſerved, that the old town is built on a narrow ridge or hill, lying almoſt due eaſt and weſt; that a valley or glen runs parallel with this ridge on the north, called the North Loch; and another on the ſouth, called the Cowgate, whoſe banks, though equally ſteep as the former, are crowded with buildings.

The reader may therefore conceive three towns, ſeparated by nature from each other: The north, or new town; the middle or old town; and a confuſed medley of antient and modern buildings, on the ſouth.

To connect theſe detached parts, and to open ſafe and ſhort communications from one to the other, became a matter of poſitive neceſſity, however expenſive to a city deeply involved in debts. In 1763, George Drummond Eſq. then Lord Provoſt of Edinburgh, and an ornament of human nature, laid the foundation ſtone of a bridge, to be built acroſs the North Loch, thereby to join the old and the new town. The length of this bridge is 1125 feet; the height of the three principal arches from the baſe to the top of the parapet, is 68 feet; the breadth 40 feet. The whole expence of this great work did not exceed 20,000l. being nearly double the ſum for which the architect imprudently engaged to complete it.

The utility of the bridge was immediately perceived; the ſame means became neceſſary to join the old town with the buildings on the ſouth ſide of the Cowgate, and a clauſe is inſerted for this purpoſe in the bill lately enacted; by virtue of which, the Lord Provoſt laid the foundation ſtone of the *ſouth bridge*, on the firſt of Auguſt 1785; which bridge is to be built in a ſtraight line from the *north bridge*, acroſs the Cowgate; and from thence ſouthward,

ward, a handſome opening is to be made leading to the country.

The univerſity, an irregular motley building, ſcarcely deſerving the name of architecture, is the object of another clauſe in the ſtatute; but the erecting of theſe and other works mentioned in the bill, however laudable and neceſſary, ſeem far beyond the abilities of a corporation ſo involved in debts, and a univerſity having no accumulating revenues. Though ſome millions have been expended, and with great propriety, by government, on the capital of England *, ſince the union of the two crowns; and though

* It would be impoſſible, at this time, to aſcertain preciſely, the public expenditure on works of utility and ornament in this great capital, excluſive of the city expenditures; ſome idea may, however, be formed from a ſtatement of the following parliamentary grants within theſe laſt thirty years.

| | |
|---|---|
| Building Weſtminſter bridge —— —— | 389,000 |
| Repairing London bridge —— —— | 100,000 |
| Horſe Guards, probably —— —— | 100,000 |
| Somerſet Houſe, if carried on as it ought to be, upon the moſt extenſive plan, will coſt —— | 400,000 |

The expenditures by the Iriſh parliament, on the capital of a dependant province, with little trade and few manufactures, ſeem to exceed credibility; but the gentlemen and citizens of that kingdom have great public ſpirit; they love magnificence, and are fond of embelliſhing their capital upon the models of Greece and Rome. They are equally attentive to the improvement of their harbour; about thirty years ago, or upwards, they began to build a wall equal in breadth to a moderate ſtreet, which, when completed from Ring's End to the Light-houſe in the bay of Dublin, will extend three miles. This great work was undertaken with a view to protect ſhipping in their paſſage to and from Dublin, through an open, and often a fatal bay, as well as to deepen the channel, which at high water hath only eighteen feet. The work is not yet completed, though 2 or 300,000l. hath been expended; probably the whole, when finiſhed, will coſt half a million; and it is propoſed to carry a ſimilar wall upon the north ſide of the channel; if this ſhall be carried into execution, the ſum total will be 1,000,000l. The canal from Dublin to the Shannon, hath coſt upwards of 300,000l. agreeable to the declaration of Sir Lucius O'Brien; though little more than thirty miles are yet completed, being ſcarcely one third of the intended

though more than a million hath been expended by the Iriſh parliament on the metropolis of that country, its tended line of navigation. The whole when finiſhed, may coſt 800,000l. at the loweſt calculation. Another little bit of a job, the cuſtom-houſe, is now carrying on at an expence of 300,000l. and if parliament throws in another 50,000l. it will be a good guard againſt contingencies. The building is compoſed of highly finiſhed Portland ſtone; and when completed, will diſplay one of the moſt extenſive and magnificent ſtructures in Europe. On the grand front facing the Liffey, are the gods of the twelve rivers in Ireland, having long beards and large piercing eyes, beholding with ſatisfaction cargoes of Iriſh produce and manufacture departing from Dublin to feed and cloath the world. A bridge is to be built directly from the cuſtom-houſe to the ſouth ſide of the river, from whence a ſpacious ſtreet, poſſibly a mile in length, is to be carried to the verge of the town, and there terminated by an extenſive ſquare, circus or creſcent. A trifle of 500,000l will do this buſineſs completely.

Dame-ſtreet, which leads from the caſtle to the parliament-houſe, being too narrow for a general thoroughfare, it was reſolved to remedy the inconvenience, not by pulling down a few corner houſes, but by eraſing the whole ſouth ſide of the ſtreet, about a quarter of a mile in length, and erecting a uniform row of houſes, with large elegant ſhops, ſuitable to the magnificence of the city. A few hundred thouſand pounds will purchaſe the property and complete the new buildings.

To enumerate bridges, priſons, barracks for 4 or 5000 ſoldiers, circular roads, hoſpitals and other works from 5 to 20,000l. each, would encroach upon the reader's time, and life is ſhort. I ſhall therefore only add ſome of the parliamentary grants during the ſeſſions of 1785.

| | £. |
|---|---|
| To Mr. Cunningham on account of fiſheries, ſtore-houſes, &c. | 20,000 |
| To encourage the growth of hemp and flax, | 2,000 |
| For bounties upon home-made manufactures made above ten miles from Dublin | 20,000 |
| For providing wheels, reels, looms, and other machinery for ſuch manufacturers of Dublin as would remove to the country | 5,000 |
| For apprenticing out children from charter ſchools | 4,000 |
| Annual funds of the proteſtant ſchools to be extended to | 10,000 |
| Ditto —— the foundling hoſpital | 14,000 |
| Ditto —— the houſe of induſtry | 10,000 |
| Ditto —— the marine ſchool | 1,000 |
| Ditto —— the Hibernian ſchool | 1,000 |
| Ditto —— the firſt fruits | 3,000 |
| Building record offices, and 4 courts | 3,000 |
| Dublin ſociety | 5,000 |
| Inland navigations over and above other ſupplies | 7,000 |

harbour, bay and canal; we do not find that the Britiſh parliament have ever voted the ſmalleſt moiety towards the relief, the ornament, or the conveniency of the hitherto decayed metropolis of Scotland; nor is there reaſon to hope, that any aſſiſtance whatever will be granted, beyond the trifle allowed from the forfeited eſtates, for completing the regiſter office. The inhabitants of Edinburgh, to the high taxes already impoſed by government and the corporation, muſt take upon themſelves, the expence of theſe improvements alſo; and that not with a ſparing hand, but to the utmoſt of their abilities. Enlightened and animated by two patriotic magiſtrates of taſte and judgment, they are to conſider themſelves as the founders of a great and ſplendid city, which, from the advantages of nature, and a due regard to the embelliſhments of art, may eclipſe in beauty, any city in Europe, thoſe of Italy excepted. Inveſted with almoſt unlimited powers by government, it is now optional in themſelves whether to raiſe a maſs of deformity, or draw thither a reſort of ſtrangers and an influx of money by the elegance and ſymmetry of the private buildings; the magnificence of the public ſtructures; the openneſs and regularity of the ſtreets, and other objects which will occaſionally preſent themſelves.

A third improvement of very eſſential conſequence to this city, ſeems to have eſcaped the notice of the inhabitants. It hath been already obſerved, that the rock on which the caſtle is built, bounds the city on the weſt. The new town, when completed to Leith water, will extend ſome hundred feet beyond the caſtle. A road hath lately been opened in a line from this point of the new town, on the north, to the new buildings on the ſouth. The intermediate ground between this road and the caſtle, conſiſts of ſloping fields, which extend directly to the baſe of the rock. The fields thus ſituated in the centre between both

towns, and on that ſide of the caſtle which affords the moſt magnificent proſpect of the rock; lying alſo on the ſide of the town, which is leaſt annoyed by ſmoke, (being, in the ſea term, on the windward ſide, during two thirds of the year) ſeem intended by nature, as an agreeable outlet to the inhabitants, for health, exerciſe, ſociety, and amuſement.

With a view to theſe eſſential purpoſes, as well as the ornament of the town, and the accommodation of ſtrangers in genteel life, the whole might be laid out in pleaſure grounds, with terraces, ſhrubberies, &c. in the manner of Vauxhall, and incloſed with a dwarf wall, and elegant rails of caſt iron.

Though the fields lie at preſent on the verge of the town, there is reaſon to ſuppoſe, that in leſs than half a century, they will be nearly in the centre of an extenſive, elegant capital, which affords a ſtrong argument in favour of an open area at this place *. Edinburgh begins to ſurmount its nume-



* Bartholomew Moſs, of Dublin, ſurgeon and licentiate in midwifry, being moved by the ſufferings of the poor women in that city at the time of their lying-in, took a large houſe in George's-lane, which he furniſhed with beds and other neceſſaries, and opened the ſame in 1745, for their reception, ſupporting it at his own expence, until its apparent utility, induced ſeveral well-diſpoſed perſons to encourage the undertaking, by benefactions and yearly ſubſcriptions.

In the year 1750, Doctor Moſs finding the houſe in George's-lane, too ſmall for the reception of the great number of women applying for admittance, took a leaſe of a piece of ground in Great-Britain-ſtreet, whereon to build a large hoſpital; and to ſecure a probability of maintaining it, he firſt, at the riſk of his whole fortune, laid out and finiſhed the preſent garden, for a polite place of amuſement, which is juſtly admired for its many beauties. In 1751, the foundation ſtone of the hoſpital was laid by the lord mayor of the city of Dublin; the doctor carried on the building, and raiſed money for that purpoſe by lottery ſchemes, and on his own credit, until he had expended above 8000l. In the years 1755 and 6, the Iriſh parliament perceiving his difficulties, voted 12000l. towards the work, and 2000l. for the doctor's own uſe, as a reward for his ſervices.

In 1756, he obtained a charter from his late majeſty, incorporating

rous misfortunes; manufactures and commerce, the true ſources of wealth, are in ſome degree reſumed, by which property will be more generally diffuſed amongſt the inhabitants, which will ultimately centre in ground rents and buildings. But the growth of Edinburgh doth not reſt upon the revival of a trading ſpirit amongſt the inhabitants. This city is conſidered as the modern Athens, in politeneſs, ſcience and literature. The writings of its profeſſors, divines, and lawyers, are every where read and admired. In the healing art it hath been long and juſtly celebrated. A ſeminary thus qualified, will conſequently draw thither many ſtudents from various parts of Europe

ating a number of noblemen and gentlemen, as guardians, and appointing himſelf maſter of the hoſpital during life. In 1757, it was opened by the duke of Bedford, then lord lieutenant of Ireland, and 52 women, who then attended for admittance, were received. From thenceforward this hoſpital hath been ranked amongſt the the firſt charitable inſtitutions in that city.

The hoſpital, chapel, ſteeple, and rotunda, are much admired by the beſt judges in architecture. Through the rotunda is a paſſage to the garden, wherein is a fine bowling green, with beautiful walks and ſhrubberies. The rotunda and gardens are open three evenings in the week, when there is an excellent concert of vocal and inſtrumental muſic; at ſuch times and on Sunday evenings, when there is no concert, there is generally a numerous and brilliant aſſembly of the firſt people in the city.

The expences of the hoſpital are defrayed principally by the receipts of the rotunda, which after deducting the expences, generally amount to 400l. annually; by collections in the chapel, 200l. by balls in the rotunda in winter, and private benefactions; the whole in 1779, amounted to 1159, in which year 1064 women were admitted into the hoſpital. From this it appears, that the expence of each woman and her child, is about 1l. 1s. 5d. including ſalaries, repairs, &c.

This was the firſt hoſpital of the kind attempted in any part of his majeſty's dominions, and the great advantage of it being ſoon obſerved, application was made to doctor Moſs in 1747, by ſeveral perſons in London, particularly doctor Layard, for his plan, ſcheme, and regulations, which he tranſmitted to him; and the year following an hoſpital was eſtabliſhed in London on the ſame plan. It is ſubmitted to the magiſtrates and citizens of Edinburgh, whether a ſimilar plan, on the above mentioned ground, would not be expedient in a capital and neighbourhood containing 100,000 inhabitants.

and America: the preſent number amounts to 1000, of whom 400 or upwards are in the medical line.

Next in importance is the high ſchool, an antient eſtabliſhment in this city, conſiſting at preſent of a rector and four maſters, who teach the Latin tongue with great ſucceſs, to generally about 400 boys.

Here is alſo an academy for drawing; for the deaf and dumb; and a riding ſchool.

A ſociety for propagating Chriſtian knowledge; a royal ſociety comprehending various branches of ſcience and literature; an antiquarian ſociety; a medical ditto; a ſpeculative ditto; a botanic garden of five Engliſh acres, under the direction of profeſſor Hope, in which is an area, called the ſchool of botany, where ſeveral thouſand plants are ſyſtematically arranged, beſides a great number of curious exotics; and in a ſmall incloſure, the profeſſor hath a plantation of the true rhuburb, conſiſting of 3000 plants, moſt of them twelve or thirteen years old. An obſervatory is partly completed on the Calton hill, commanding moſt extenſive views, furniſhed with the large teleſcope and all the optical inſtruments and apparatus which belonged to the celebrated Mr. James Short, F. R. S.

The advocates library contains a valuable collection of books, manuſcripts, charters, and other records; elegant prints; 3 or 4000 coins and medals; and among other curioſities, an intire mummy, preſerved in its original cheſt, purchaſed by the late earl of Morton, for 300l. and by him preſented to the faculty of advocates.

Edinburgh is alſo furniſhed with a play-houſe, and ſeveral aſſembly-rooms; one of which is ſingularly elegant, and nearly 100 feet in length, by 60 or upwards, in breadth. Alſo a concert-hall, built by Mr. Robert Mylne, architect of Blackfriars-bridge, after the model of the great opera theatre at Parma, but on a ſmall ſcale. This building is

greatly admired, both for the elegance of the architecture and its admirable fitneſs for muſic. The expence of the hall was raiſed by a muſical ſociety, who meet weekly.

A new ſociety hath lately been eſtabliſhed for the improvement of that warlike muſic, the bagpipe; the candidates from various parts of the Highlands, ornamented in the proper enſigns of the order, exhibit annually at Edinburgh, before a numerous audience.

There are annual races on the ſands of Leith, every July, for a purſe of 100 guineas, given by his majeſty; a plate of 50 guineas value, by the city of Edinburgh; the noblemen and gentlemen's purſe of 100 guineas; the ladies ſubſcription-purſe; and other prizes. The races laſt a week, and are much frequented from both kingdoms.

About 300 nobility and gentry compoſe the royal company of archers, many of whom meet weekly during the ſummer, to train themſelves in that antient exerciſe, wherein both Engliſh and Scots excelled, and for which they were famed over Europe. They have an annual trial of ſkill in public, on which occaſion they are dreſſed in tartan, lined with white, trimmed with green and white ribbons; a white ſaſh, with green taſſels; and a blue bonnet, with a St. Andrew's croſs. They have alſo 2 ſtandards, whereon are diſplayed, Mars and Cupid; the motto, "*In Peace* and War." A yew tree, with 2 men dreſſed and equipped as archers—the motto, "*Dat gloria vires.*" The Scottiſh arms—the motto, "*Nemo me impune laceſſet.*" St. Andrew on the croſs—the motto, "*Dulce pro patria periculum.*"

The ſight of the archers thus equipped, ſhooting for the prize, is truly noble.

The company of hunters, called *the Caledonian Hunt*, is alſo compoſed of nobility and gentry, who appear in uniform at their meetings; they give an annual

annual ball at the palace of Holyrood-houſe, where, among other regulations, *no gaming is allowed.*

We ſhall conclude this liſt with the company of bowlers—and the company of golfers, each of them being governed by certain regulations.

The hotels in Edinburgh have every claim to recommendation, in reſpect to the elegance of the buildings and furniture, the variety of diſhes, and the quality of the wines moſt generally uſed. Theſe houſes are built in the new town, and moſtly kept by Engliſhmen. They are alſo furniſhed with coffee-rooms, the London and Edinburgh newspapers, with other publications.

Such are the allurements of this riſing city—ſalubrious air, variegated and extenſive proſpects of land and water; proviſions and vegetables cheap and plentiful; ſpirits and wines unadulterated; coals at 8s. or under, per ton; excellent water; machines for ſalt-water bathing; reſpectable ſchools for both ſexes; a celebrated univerſity, in which arts, ſcience, philoſophy, and all the branches of literature, are taught on eaſy terms; academies; literary ſocieties; a flouriſhing botanic garden; an obſervatory; public libraries, and all the faſhionable amuſements. To theſe, and other circumſtances, is owing the conſtant influx of new inhabitants, and the rapid increaſe of buildings within theſe few years paſt.

People of landed eſtates, who uſed to board their children for the benefit of the ſchools and univerſity, now purchaſe or hire ſmall commodious houſes for a temporary reſidence, while the numerous amuſements of the town, and the pleaſure of polite ſociety, engage others to become citizens for life.

When ſhady walks and pleaſure-grounds ſhall be formed, for which Princes-ſtreet, Queen's-ſtreet, and the fields already deſcribed, are well adapted; and when a penny poſt-office ſhall be eſtabliſhed (which would alſo increaſe the town-revenue) the conveni-

encies and allurements of this city will be irreſiſtible.

Of the harbour of Leith, though lying upon the capacious river Forth, little can be ſaid in its favour. In appearance and dimenſions, it reſembles the tower-ditch at London, and hath only 9 feet water at neap-tides, and 16 in high-ſpring tides.

Were the funds of the city adequate to the expence, ſeveral feet water might be gained at the bar, and the harbour made capable of containing 100 ſail of ſhips, and of keeping all veſſels not exceeding 12 feet water, conſtantly afloat. The ſhipping of the port of Edinburgh, is calculated at 10,000 tons; that of London, 200,000. The largeſt and fineſt ſhips belonging to Leith, are the London traders, who make 7 trips every 2 years at a medium.

It is ſuppoſed that the balance in favour of London, and other parts of England, with the Forth, ſince the increaſe of buildings, and population in Edinburgh, amounts to half a million annually.

The diſtance from Edinburgh to Perth is 40 miles, almoſt due north. The firſt object that preſents itſelf is the river Forth, which may be croſſed at Leith, where it is near 6 miles over, or at the Queen's-ferry, 9 miles above, where the paſſage is leſs than two miles. Both of theſe roads unite at Kinroſs, a pleaſant town on the banks of Loch Leven, a lake of twelve miles in circumference, ornamented with woody iſlands, on one of which, the unfortunate Mary queen of Scots was impriſoned by her ſubjects. Thus far the country is very fine, and well improved; conſiſting of gentle riſings, and rich crops of grain, but without thoſe hedge-rows, interlined with trees, which ornament the plains of the ſouth.

From Kinroſs, the country aſſumes a mountainous appearance, very proper for ſheep, but injudiciouſly cut up, in many parts, for the raiſing of ſlender crops

crops of grain, a cuſtom too prevalent throughout the whole kingdom of Scotland.

The deſcent from theſe hills opens a view of Stratherne, a rich valley, 30 miles in length; bounded on both ſides by verdant ſheep-walks; interſperſed with the ſeats of nobility and gentry; and beautified by the numerous windings of the river Erne. Croſs the bridge, and aſcend the baſe of Moncrief hill, commanding an extenſive proſpect of Perth, the Tay, and the Grampian mountains.

This is the ſhorteſt, and moſt uſual road to Perth; but travellers, who wiſh to ſee the remains of a city, celebrated formerly for ſcience and commerce, muſt, after their paſſage from Leith, keep along the eaſt-coaſt of Fifeſhire, till they arrive at St. Andrews, whoſe ruins, at a ſhort diſtance, exhibit a picture of Gothic magnificence, and Chriſtian barbarity.

The town conſiſted of 4 ſtreets of conſiderable length, and proportionable breadth, running parallel to each other, in ſtraight lines. Three of the ſtreets ſtill remain; of the fourth, hardly a veſtige is to be ſeen. Further particulars, reſpecting this fallen city, would be painful in the recital.

After paſſing through an open country of 9 miles, the traveller arrives at the banks of the Tay, where that river is 2 miles in breadth; it widens above, to 4 miles; and is navigable for coaſting veſſels as high as Perth, from whence much ſalmon is exported to London. The ferry can only be croſſed after half-flood, when ſtout boats are continually plying for paſſengers to Dundee, a handſome town, finely ſituated for trade, and long celebrated for the commercial ſpirit of its inhabitants, who are equally diſtinguiſhed for their taſte, in whatever relates to ornament, or utility.

The diſtance from Dundee to Perth is 22 miles, through the Carſe of Gowrie, eſteemed the garden of Scotland, but which, its envious neighbours ſay,

is denied fire in winter, water in ſummer, and the grace of God all the year. There are 2 roads through this delightful ſpot; the lower and the upper. The lower road is upon the edge of the Tay, and hath a near view of the oppoſite coaſt of Fife, which riſes in a gentle aſcent from the water, and in beauty and fertility is little inferior to the northern ſhore. The upper road commands one of the richeſt views in Great Britain, and is conſequently preferred by all thoſe who travel for health or amuſement. It is carried along the margin of the Gowrie hills, whoſe ſloping ſides are every where covered with rich fields of wheat, clover, or thriving plantations.

Within a few miles of Perth, theſe hills begin to cloſe upon the river; the terrified ſtranger finds himſelf environed by lofty impending precipices, cloathed however to a conſiderable height, with natural woods; a ſpecimen of the rude magnificence ſo frequent in the Highlands, which are now at no great diſtance.

Perth ſtands upon the weſt ſide of the Tay; it conſiſts chiefly of two handſome ſtreets; is, upon the whole, an elegant town, and admits of great improvement. Its ſhady walks on the banks of the Tay, the oppoſite hills covered with riſing plantations, the handſome bridge, from whence there is a view of an extenſive plain bounded by diſtant mountains, compoſe a juſtly admired landſcape.

But no traveller, who is not in a deep decline, ſhould leave this place, until he hath aſcended the hill of Moncrief; where, having gained the ſummit, his labour will be amply repaid. Vain would be the attempt of the moſt fertile imagination, to diſplay, by deſcription, the ſcenery which that hill commands. The ſoft, and the rude touches of nature, are ſo finely blended, that the eye alone can delineate them.

On

On leaving Perth, the Grampian mountains appear in full view, ſtretching in a north-eaſt direction, from Loch Lomond to Aberdeen; having in front, the valley or plain of Strathmore, of conſiderable extent and fertility; the great theatre of Scottiſh valour, in defence of their country and liberties; and is therefore ſtyled, by way of pre-eminence, *claſſic ground*. The Caledonians had long beheld, with deep concern, the encroaching ſpirit of the Romans, in Britain; their vigilance, perſeverance, and progreſſive conqueſts, from the Thames northward, till they arrived at the baſe of theſe mountains. Here the Caledonians, ſeeing themſelves inveſted by ſea and land, with a view to the complete conqueſt of the iſland, made vigorous preparations, to check the further progreſs of thoſe hoſtile intruders. Having collected the force of the nation, and lodged their wives and children in places of ſecurity, they marched forward in good order, and with a bold countenance, till they came within ſight of the Roman legions, whom they no longer conſidered as invincible. While Agricola was animating his veteran ſoldiers, exhorting them to put an end to a ſtruggle of 50 years with one great and important day, the royal Caledonian pathetically addreſſed his countrymen, in a ſpeech of conſiderable length, of which the following abſtract from Tacitus, is here inſerted as a ſpecimen:

"Againſt their pride and ambition," ſaid he, "you will in vain ſeek a remedy or refuge from any obſequiouſneſs or humble behaviour. Theſe plunderers of the earth, theſe ravagers of the univerſe, finding countries to fail them, endeavour to rifle the wide ſeas and the ocean. If the enemy be wealthy, he inflames their avarice; if poor, their ambition. Neither the eaſtern world, nor the weſtern, vaſt as they are, can ſatiate theſe general robbers. Of all men, they alone thirſt after acquiſitions, both poor and

and rich, with equal avidity and paſſion. Devaſtations, murders, and univerſal deſtruction, they by a lying name ſtyle *empire* and government; and when they have ſpread a general devaſtation, they call it peace. Deareſt to every man, by the ties of nature, are his children and kindred. Theſe are ſnatched from us to ſupply their armies, and doomed to bondage in other parts of the earth. Our wives, daughters, and ſiſters, however they eſcape violence from them as from open enemies, are debauched under the appearance of friendſhip. Our goods are their tribute, our corn their proviſion, our bodies and limbs their tools for the drudgery of making cuts through woods, and drains in bogs, under continual blows and outrages.

" The Brigantes*, even under the conduct of a woman, burnt their colony, ſtormed their entrenchments, and, had not ſuch auſpicious beginnings degenerated into ſloth, might have with eaſe caſt off the yoke and recovered their former liberty. Let us, who are yet unſubdued, who ſtill preſerve our forces intire, and want not to acquire, but only to ſecure liberty, ſhew at once, in the very firſt encounter, what kind of men Caledonia has reſerved for her own vindication and defence. Here you ſee a general, here an army; their tributes and mines, with a long train of calamities and curſes, ever attending a ſtate of ſlavery. Whether all theſe are to be for ever impoſed and borne, or we forthwith avenge ourſelves for the attempt, this very day muſt determine. As therefore you advance to battle, look back upon your anceſtors, who lived in the happy ſtate of liberty; look forward to your poſterity, who, unleſs you exert

* The Brigantes inhabited Yorkſhire, Lancaſhire, Durham, Weſtmoreland, and Cumberland. They made a brave defence, under queen Boadicia, and were the laſt of the South Britons who ſubmitted to the Romans.

your

your valour in this very field, muſt live for ever in a miſerable ſtate of ſervitude."

Many battles were fought in this ſtruggle between the thirſt of empire and the love of freedom. The Roman legions, more through their military knowledge than ſuperior bravery, generally prevailed; but the Caledonians, aided by their mountains and moraſſes, though often defeated, were never completely ſubdued. What the Romans could not, therefore, acquire by the ſword, they endeavoured to accompliſh by policy. Having ſtationed themſelves in the centre of the kingdom, as appears by the camps ſtill viſible in the front of the mountains, they created a diſtinction between the Caledonians of the eaſt, and thoſe of the weſt ſide of the country. To the former they gave the name of *Picti*; to the latter, that of *Scoti*. In order more effectually to divide the nation againſt itſelf, they prevented all ſocial intercourſe, fomented jealouſies, and encouraged feuds, themſelves acting as auxiliaries, as occaſions required, and prudence dictated.

When the Romans were called home, in the fifth century, to defend the centre of their tottering empire, againſt the unceaſing attacks of Goths, Vandals, and other barbarians; the two nations of Scots and Picts, who had long been the tools of Roman policy, became, in their turn, zealous, not for freedom, but for conqueſt. Thoſe plains remained the theatres of fierce conflicts, till the middle of the ninth century, when the Scots finally prevailed, and the whole country, now re-united under one monarch, took the name of Scotland. The ſeat of government was transferred from Rothſay, Dunſtaffnage, Inverlochy*, and other caſtles of the antient Scottiſh princes, to

* There ſtill remains a fragment of the caſtle of Rothſay, and a conſiderable part of Dunſtaffnage. They are conjectured by antiquaries to be nearly coeval with the Romans in this iſland. The caſtle of Iverlochy ſeems, by its architecture, to be of later conſtruction.

Scone,

Scone, and its neighbourhood, as being more inviting, and alſo more centrical and commodious, for repelling the ravages of the Danes, a people who had carried terror and deſolation throughout the whole kingdom, but more particularly the eaſtern coaſt facing the Baltic. Thoſe diſtricts were, therefore, ſtill devoted to the rage of war, which was rendered more deſtructive, from the averſion of the Danes to Chriſtianity. The Scots proved generally victorious; and, at length, the invaders, tired out with fruitleſs enterpriſes, abandoned their precarious conqueſts, about the middle of the eleventh century, during the reign of the famous Macbeth. No place therefore, in Britain, affords ſo great a variety of antient remains; ſuch delicious morſels, whereon the antiquary may gratify his curioſity, and the critic diſplay his learning*

Twelve

* They conſiſt chiefly of *Roman Encampments*, at Strageth, Ardoch, Comerie, and Delvin. *Roman Highways* are alſo viſible in many parts, connecting the different encampments and the leſſer ſtations.

*Caledonian Fortreſſes.* Theſe were generally placed on, or near the ſummits of the Grampian hills, and commanding extenſive views of the vallies underneath. They were ſurrounded with ramparts formed of looſe ſtones, having entrenchments or ditches on the outſide. Here the Caledonians lodged their women and children in times of danger, while the young and the brave gave battle to the Romans. The moſt conſpicuous of theſe poſts are at Blairgown, the two hills of Catter-thun, and Denoon caſtle.

*Hiſtorical Pillars or Obeliſks.* Theſe are both inſtructive and curious. They were erected in commemoration of ſignal victories gained by the Scots over the Danes, and are generally ornamented with a rude ſculpture, or bas-relief of men on horſeback, and other emblematical figures and hieroglyphics, which have been accurately deſcribed by the antiquaries of the laſt and preſent century. Theſe obeliſks derive a particular conſequence from their being found upon this north-eaſt ſide of Great-Britain, and no where elſe. Some of theſe ſtones are erected at Aberlemni near Brechin. Other pillars of curious workmanſhip, repreſenting chariots, horſemen, human figures, animals, and centaurs, are found at the village of Meigle. The death of Malcolm II. at Glaimis, is

repreſented

Twelve miles from Perth, the traveller arrives at the noted paſs of Birnam wood, and muſt bid adieu, for a while, to verdant hills, extenſive plains, and populous towns. The ſcene changes inſtantaneouſly to lofty mountains, covered with heath, or natural woods; to narrow vallies, winding ſtreams, and extenſive lakes. Wherever he directs his courſe in the Highlands, he is accompanied by wood and water.

repreſented on various ſtones near that caſtle. It had been generally ſuppoſed, that the hieroglyphic pillar at Forres on the Murray firth, was the laſt of that kind towards the north; but Mr. Cordiner's publications have opened a new field of antiquities, reaching to the extremities of the iſland.

*Round Towers.* Theſe are ſuppoſed to be of Pictiſh or Daniſh conſtruction, but their uſes have not reached poſterity. There are only two columns of this ſingular architecture in Britain, viz. one at Abernethy near Perth, whoſe height is 72 feet, and circumference at the bottom 47 feet. The other is at Brechin; its height is 103 feet, its circumference near the bottom 48 feet; the thickneſs of the wall at that part is ſeven feet two inches, and at the top, four feet ſix inches.

The *Palace of Scone.* Kenneth II. upon his conqueſt of the Picts in the ninth century, having made Scone his principal reſidence, delivered his laws, called the *Macalpine laws*, from a *tumulus*, named the *Mote Hill of Scone.* The ſame prince conveyed to this place, from Dunſtaffnage, the coronation chair of his predeceſſors, and here it was uſed for that purpoſe by his ſucceſſors, down to the year 1296, when Edward I. of England carried it to London, to the great mortification of the Scottiſh nation. Their kings, however, continued the practice of being crowned here till the reign of Charles II. the laſt monarch who honoured Scone with that ceremony.

Of the royal palace of Scone, the abbey, church, and other magnificent buildings, nothing now remains; they were completely deſtroyed in the year 1559, when there enſued, ſays Biſhop Spotſwood, a pitiful devaſtation of churches, and church-buildings, throughout all parts of the kingdom.

*Birnam Wood, and Dunſinane.* The place called Birnam Wood is a lofty hill on the weſt ſide of the Tay, immediately on the entrance of the Highlands. Dunſinane is a ſmall, but ſteep hill on the eaſt ſide of the Tay, on the ſummit of which, Macbeth built and fortified his imaginary impregnable caſtle, as a place of ſecurity againſt the attacks of his rival, Malcolm III. No part of the building now remains; but the ditches which ſurround its area are ſtill viſible. The neighbourhood abounds in *tumuli* and other antiquities.

Every

Every valley, called in that country ſtrath or glen, hath its ſtream meandering from ſide to ſide, and dividing the whole into a number of little verdant peninſulas. The beds of theſe rivers, are ſand or pebbles, barely covered in ſummer, but which, during the autumnal and winter floods, ſeem ſcarcely ſufficient to contain the great body of water that rolls along with frightful impetuoſity. When, upon a thaw of ſnow, every mountain pours forth its tribute in numerous little caſcades, and every rill is ſwelled to a river, the inhabitants of the vallies ſee themſelves environed on every ſide, with impending danger to themſelves, their cattle, and their grain. Bridges, eſpecially thoſe of modern conſtruction, are thrown down, trees are torn away, and even ſtones of conſiderable weight yield to the preſſure of the torrent.

All the accumulating waters, from every direction, in a circuit of fifty miles, are received by the Tay; and this noble river, after collecting the various ſtreams of the centre of the kingdom, falls into the ſea below Perth. A river ſo conſiderable muſt, at proper ſeaſons, facilitate the floating of timber, from the glens, and interior parts of the Highlands; of this favourable circumſtance the gentlemen of thoſe parts ſeem now to be duly ſenſible. Its banks afford a rich proſpect of future wealth, ariſing, in many places, from grounds which could not otherwiſe be brought into uſe.

The Tay flows from the north, and receives at Dunkeld the river Bran, whoſe picturesque banks, improved by art, contribute greatly to the beauties around that elegant ſeat. The road northward exhibits on every ſide, an accumulating treaſure to the noble proprietor, and extremely pleaſant to the traveller. At Logyrait, eight miles above Dunkeld, the Tay and the Tumel unite their copious ſtreams. The natural beauties of this place are diſ-

graced

graced by a mean village, which, though the ſtation of two ferries, hath neither inn nor ſtable.

From Logyrait northward, the fine ſcenery of art and nature continues as far as Blair, a reſidence of the family of Athole during the hunting ſeaſon.

Thriving plantations, pictureſque walks, cut with great labour, expence, and perſeverence, through rocks, and impending precipices, over glens darkened with timber; a ſeries of five natural caſcades, forming upon the whole near 200 feet in height, abundantly repay the traveller, whoſe curioſity leads him thus far into the Highlands.

From Blair northward, there are two roads; one leading to the pleaſant ſhire of Murray; the other to Fort Auguſtus, and Lochaber, now Fort William. Neither of theſe roads being convenient for carriages, travellers, whoſe buſineſs or curioſity leads them to the North of Scotland, generally go by the lower or eaſtern road, through Aberdeenſhire.

Blair, is therefore, the moſt northerly ſtage of *The Short Tour of Scotland*; the traveller hath no choice of returning by another road to Logyrait; nor will he, after a ſecond review of this romantic country, be ſorry for the diſappointment. Logyrait, ſituated at the conflux of the Tay and the Tumel, is alſo the centrical point where the roads from Dunkeld, Blair, Taymouth, and other parts of the Highlands, unite. From this place the traveller now proceeds weſtward, along the north ſide of the Tay, which winds, in conſiderable reaches, through a beautiful valley fifteen miles in length, called Strathtay, abounding in grain, meadows, and plantations. The water which glides through this fine tract receives on the north ſide, the river Lion, two miles below Taymouth, the ſeat of the earl of Braedalbane, already deſcribed, but all deſcription fails in the attempt to convey ſuitable ideas of its magnificence.

Here the Tay iſſues in a copious ſtream from Loch Tay, a lake fifteen miles in length, one in

breadth, and from 50 to 100 fathoms in depth, furniſhed with ſalmon and other fiſh peculiar to the Scottiſh lakes. Its banks, on both ſides, are fruitful and populous: the road weſtward, is finely diverſified by the windings of the lake, and the various appearances of the mountains; ſome, impending in rugged precipices, others riſing gradually, to a majeſtic height.

The weſt end of this lake exceeds, in the opinion of ſome perſons, all the ſcenery of Dunkeld, Blair, or Taymouth. Here the Tay, and the Lochy, ſeem emulous in diſplaying their reſpective beauties, before they are blended with the lake.

The views of theſe rivers; of the lake, the iſlands, and the towering mountains, diſcover, every where, the patriotic hand of the late earl of Braedalbane; to whoſe munificence, the public are alſo indebted for the roads, the bridges, and the commodious inns of this extenſive, but townleſs region.

Here, at Killin, the traveller may conſider himſelf in the centre of Scotland, and nearly at the medium diſtance between Dunkeld and Loch Lomond, the two main openings into the Highlands, from the ſouth. The road ſtill leads weſtward, through Glendochart and Strathfillan, watered by the Tay, which hath its ſource amidſt tremendous mountains, whereon ſtands the inn of Tyndrum, remarkable for being the moſt elevated habitable ſituation in the kingdom. The waters now take a weſtern direction through the little vale of Glenurchie, till they are loſt in Loch Awe, a narrow freſh-water lake, 24 miles in length, partly ſhaded with wood, and ornamented with 12 ſmall iſlands, whereon are the ruins of a convent, and two caſtles.

Since the publication of Mr. Pennant's and doctor Johnſon's obſervations on the eccleſiaſtical remains at Icolmkill, and particularly ſince the diſcovery of the natural colonnades in the iſland of Staffa, ſeveral perſons of diſtinction from different

parts

parts of Europe, have viſited theſe curioſities; and it being probable that the number of ſtrangers reſorting thither will encreaſe, the following remarks may be found uſeful.

The waters of Loch Awe diſcharge themſelves by a narrow rapide of 3 miles, into Loch Etive, a ſmall branch of the ſea. At the junction of theſe waters, called Bunawe, an Engliſh company have long carried on the ſmelting buſineſs, by means of the woods in that country, and highly beneficial to the poor natives, who find employment and good uſage in the various departments of the works *. The verdant fields and other appearances on this little ſpot, plainly indicate the reſidence of Engliſhmen. Nor hath nature been ſparing of her beauties, in the true Highland ſtyle: mountains, wood or water, are the inſeparable attendants of thoſe who chooſe to honour Loch Etive with a viſit.

At Connel, ſome miles weſt of Bunawe, this lake being croſſed almoſt from ſide to ſide, by a hidden rock, exhibits at half flood and half ebb, particularly the ebb of ſpring tides, a moſt furious cataract of about 10 feet high, called the Falls of Connel.

There are 2 roads from Loch Etive to Oban, viz. a horſe road by Dunſtaffnage, and a carriage road formed at a conſiderable expence acroſs the moors, agreeable to the general practice of Scotland, when a trifle can be ſaved in diſtance, without reflecting that many travellers go thither, not to be chagrined, but amuſed. Perſons of this deſcription will prefer the horſe road, however inconvenient, in order to view the remains of Dunſtaffnage caſtle, a ſeat of

* One of the principal partners being informed by his clerk, that the work people had run in debt to the company to the amount of 1400l. this worthy man, whoſe name is juſtly revered over the whole country, enquired into their manner of living, and other particulars, and being informed of their ſobriety, honeſty, diligence, domeſtic qualities and numerous children, he ordered the whole debt to be immediately cancelled.

the Scottiſh kings, previous to the conqueſt of the Picts in 843, by Kenneth II. and where the coronation chair was kept till removed by that monarch to Scone *. This caſtle is built upon a rock at the mouth of Loch Etive, whoſe waters expand within, to a beautiful bay where ſhips may ſafely ride in all weather. Of this building, nothing remains except the outer walls, which, though roofleſs, are ſtill in good order. The proprietors of the caſtle and contiguous lands, have erected ſome buildings within the walls, where the preſent laird reſides, and where the writer of theſe ſheets was hoſpitably entertained, and lodged undiſturbed by the rattling of arms, or the ſounding of the trumpet. At a ſhort diſtance is a ſmall, roofleſs chapel, ſtruggling againſt time and weather, to accompany this ſeat of kings through ages yet to come. While a certain traveller was looking penſively at theſe poor remains, they opened their mouth, and ſaid, in a clear voice, "Mr. ——, your country is greatly obliged to you, I hope you will be rewarded in another world." In this manner, the

* Mr. Campbell the preſent proprietor, has a ſmall ivory image of a monarch ſitting in his chair, with a crown on his head, a book in his left hand; and, ſeemingly, in a contemplative mood, as if he was preparing to take the coronation oath. His beard is long and venerable; his dreſs, particularly his robe edged with fur or ermine, is diſtinctly repreſented. The figure was found among the ruins of Dunſtaffnage, and being conſequently engraved before the conqueſt of the Picts, it is to be conſidered as one of the greateſt curioſities now in the iſland. It corroborates the few remains of antient Scottiſh records; it repreſents the dreſs of thoſe early times; and it diſcovers a knowledge of the art of ſculpture, wherein the Scots ſeem to have made conſiderable proficiency, of which the before mentioned hiſtorical ſtones, are viſible proofs.

Some parts of an antient regalia, were preſerved at Dunſtaffnage, till within the preſent century, when they were embezzled by the ſervants of the keeper during his infirm years, probably for the ſilver with which the articles were ornamented, and nothing now remains excepting a battle-axe, 9 feet in length, of beautiful workmanſhip, and ornamented with ſilver. If Mr. Campbell ſhould be diſpoſed to preſent theſe curious remains of ages probably coeval with the Romans, to any of the Scottiſh univerſities, he would thereby merit the thanks of his country.

laird

laird of Dunſtaffnage paſſes his jokes upon ſtrangers; who, ſhould they turn round abruptly, will perceive him ſpeaking to a perpendicular rock, which hath the quality of conveying the words to the chapel, and thus between both, a ſtranger fancies himſelf amidſt enchantments.

The ſituation of this regal ſeat, was calculated for pleaſure, as well as ſtrength; a proof that mankind, even in the rudeſt ages of ſociety, are more or leſs governed by taſte. The views of mountains, vallies, waters and iſlands, are delightful. On the north ſide of Loch Etive ſtood the town of Beregonium, ſuppoſed to have been the capital of the Weſt Highlands. It ſeems, from certain mounds, excavations, and other appearances, to have been a ſtrong fortreſs, to prevent invaſion, or to ſecure a retreat, as occaſions might require. The country abounds in Druidical, Daniſh, and other antient remains. At the diſtance of 2 miles from Dunſtaffnage, is the bay of Oban, facing the iſland of Mull, and here travellers are furniſhed with ſmall veſſels, and neceſſaries for the voyage to Icolmkill and Staffa, which lie on the weſt ſide of Mull, in the Atlantic.

The traveller having thus croſſed the kingdom from ſea to ſea, may return by the carriage road to Inverary, a day's journey from Oban, where, if furniſhed with recommendations, he will be amply rewarded for all his fatigues, and the inconveniencies of Highland inns *. This little capital is pleaſantly ſituated on a ſmall bay, formed by the junction of the river Aray with Lochfine, where the latter is a mile in width, and 60 fathoms in depth.

Inverary hath long been the principal reſidence of the antient and illuſtrious houſe of Argyle, deſcended from a line of kings; a family of diſtinguiſhed war-

* In viſits of this kind, particularly from mere ſtrangers, it is uſual to leave the ſervants, horſes and carriages at the inns, while the company pay their reſpects to the noblemen or gentlemen in the neighbourhood.

riors, patriots, and ſtateſmen; the hereditary patrons of arts, ſcience and improvements; and whoſe hiſtory makes a conſpicuous figure in the annals of their country *. The preſent ſeat is a modern fabric, begun and completed by the late duke Archibald, who alſo formed the deſign of an entire new town, upon a commodious, elegant plan, becoming the dignity of the capital of Argyleſhire, a country moſt admirably ſituated for fiſheries and navigation. The town hath been rebuilt agreeable to the original deſign. The inhabitants are well lodged in houſes of ſtone, lime and ſlate. They are fully employed in arts and manufactures; plentifully ſupplied in the produce of ſea and land; and in every reſpect happy under the benevolent hand of the preſent proprietor. A noble example to the gentlemen of the Highlands, whoſe efforts, if aſſiſted by government, may do wonders in their hitherto uſeleſs country. We cannot quit this ſubject without remarking the comparatively happy ſituation of mankind, under the 3 noblemen, whoſe contiguous eſtates, occupy the greateſt part of a tract, extending from the borders of Aberdeenſhire, to the weſtern ocean. Emigration, ſo fatal to Britain, is ſcarcely known upon the eſtates of Argyle, Athol, and Braedalbane; an infallible proof of judicious meaſures, and humane uſage.

Reſpecting the planting around Inverary, it would be in vain to attempt even the outlines of deſcription. It is extenſive beyond conception, and admirably variegated.—Every crevice, glen, and mountain, diſplays taſte and good ſenſe.—Thouſands of the gloomy fir are weeded out, and trees pleaſing to the eye

* Agreeable to the traditional accounts of ſenachies and bards, their predeceſſors were in poſſeſſion of the lands of Loch Awe, before the departure of the Romans in the 5th century. Camden derives their origin from the antient kings of Argyle in the 6th century. The lineal deſcent of the family is traced from the reign of David I.

riſe from the vale to the lofty ſummit, in all the ſublime magnificence of nature.

This immenſe wood naturally ſuggeſts a conjecture into its value for the various purpoſes of bark, charcoal, forges, paling, furniture, houſe and ſhip building. Some of the beech are from 9 to 12 feet in circumference, and the pines from 6 to 9; but theſe being comparatively few, we ſhall ſtate the medium girth of 2,000,000 trees planted within theſe laſt hundred years, at 3 feet, and the medium value at 4s. which produces 400,000l. and this for the moſt part, upon grounds unfit for the plow, being chiefly compoſed of hills and rock.*

Inverary is ſituated within a days journey of the Low Countries; but travellers, who incline to vary the ſcene, will make a previous excurſion for a few days to the peninſula of Cantire. The road is carried along the banks of Lochfine, fringed in ſome parts with natural woods, which are ſucceſſively devoured by a furnace, the property of an Engliſh company, for making charcoal. At the diſtance of 23 miles from Inverary is Loch Gilp, the propoſed ſeat of a town and canal to the weſtern ocean.

The gentlemen of the county have lately completed a new road from thence to Eaſt Tarbat, which affords moſt beautiful and romantic ſcenery. Lochfine is bounded at this place with lofty mountains, riſing immediately from the edge of the water, whoſe baſes of ſolid rock yielded to the force of gunpowder.

The road was completed at 100l. per mile, of which there are 14, to the Tarbat. It winds beautifully around the little head-lands, generally 40 to

* One of theſe hills riſes immediately from the houſe a great height, in the form of a pyramid, and is cloathed to the ſummit with a thick wood of vigorous ornamental trees. On this ſummit, or point, Archibald duke of Argyle built a Gothic tour or obſervatory, where he ſometimes amuſed himſelf. The aſcent by the road ſeems to be half a mile, and the perpendicular height about 800 feet.

50 feet above the lake, now ſix miles broad, and of which it hath a commanding view. The appearances on the land ſide are tremendous and romantic. Impending cliffs, and frequently very large detached pieces of rock, produce a degree of terror in travellers unaccuſtomed to ſuch ſights. The aſcent is generally ſprinkled with young wood of oak, aſh, birch, and hazel, which is cut down every 20 years for the bark, and charcoal. Many of theſe trees grow out of the crevices of the rocks, and I have certainly perceived ſome growing from the large ſtones that lie upon the face of the precipices.

This whole ſcenery is greatly enlivened in wet weather, by a ſucceſſion of torrents pouring furiouſly from the ſummits, and frequently exhibiting beautiful caſcades.

The village of Tarbat, which terminates this agreeable ſtage, is the centrical paſs between Inverary and Campbeltown, being 37 miles from each. The little bay at this place is much encumbered with rocks at the entrance, but within, a number of ſhips may lie ſecure from all winds. An iſthmus of one mile in length ſeparates the bay from Weſt Loch Tarbat.

From this paſs a narrow peninſula, from 5 to 10 miles in width, and nearly 40 in length, called Cantire, ſtretches in a ſouthern direction, till it is almoſt in contact with Ireland.

Here the road takes a weſtern direction, from the banks of Lochfine to the weſt ſide of the peninſula, waſhed by the Atlantic, and in ſome parts protected from the great ſwell of that immenſe ocean by the Hebride iſlands, ſome of which, as Jura, Ilay, Giga, appear in full view.

Jura lies north-weſt from the road; its length is 20 miles, ſeemingly one continued mountain, riſing in ſome parts to the height of near 3000 feet. On the weſt is Ilay, ſeparated from Jura by a narrow but navigable ſtrait, called the ſound of Ilay.

The appearance of this iſland is the reverſe of

Jura,

Jura, being for the moſt part on a level with the ſurface of the ocean. It is 22 miles in length, nearly the ſame in width; and is reckoned the moſt improveable iſland in the Hebrides.

At a ſhort diſtance from the road is Giga, nearly 5 miles in length, environed by leſſer iſlands, which contribute to enrich the view.

Beyond theſe, on the ſouth, is the iſland of Rathlin, near the Iriſh coaſt, of which there is an extenſive view.

The ocean itſelf is a ſource of entertainment, whether in high winds or a dead calm, and in ſome parts the road is carried along declivities immediately above it. But the inns, if they may be ſo called, conſiderably diminiſh the pleaſure of the journey, eſpecially in ſeaſons of ſcarcity, when oats cannot be procured at any price. Neither are the diſtances of theſe inns properly regulated.—They are thus: From Tarbat to the Whitehouſe 5 miles; Whitehouſe to Bar, 20 miles; Bar to Campbeltown 12 miles. But great allowances are to be made in theſe reſpects on a road newly opened, in a remote country, and ſeldom frequented. If health be an object worthy the attention of mankind, let them for a ſeaſon quit the card table, with the other ſedentary or frivolous amuſements, to enjoy exerciſe, and the freſh air of the Atlantic.

The traveller being arrived at Campbeltown will perceive the good effects of the herring buſs fiſhery, in the appearance of the town and harbour. The bay is beautiful, capacious, and ſafe, being landlocked on every ſide, and ſcreened at the entrance by a lofty ſmall iſland, which breaks the violence of the winds, and the force of the waves. The bay is 2 miles in length, half a mile in width, and hath from 5 to 9 fathoms water, with a good ſtiff clay bottom.

An antiquary will be ſurprized to find in this remote country, a croſs of beautiful workmanſhip, and

and richly ornamented with foliage. It was brought from Icolmkill, from whoſe eccleſiaſtical remains the inhabitants of the continent have been pilfering for ages.

Reſpecting proſpects, the main object with many travellers, and particularly thoſe who viſit Campbeltown, the ſurface of the country affords ſeveral principal ſituations. One of theſe riſes from the ſouth ſide of the bay of Campbeltown to a height which over-tops the neighbouring mountains; but to behold the grand expanſe of land and water, to the greateſt advantage, it will be neceſſary to ride to the lofty promontory called the mull of Cantire *, where no obſtructions intercept thoſe magnificent views of nature, comprehending the ſouth Hebrides, the north coaſt of Ireland, ſeparated from Cantire by a channel of 13 miles; the firth of Clyde; the iſlands of Sanda, Ailſa, and Arran; with the coaſt of Galloway and Airſhire, at the diſtance of 30 miles.

Thoſe who incline to viſit the Giant's Cauſeway, on the oppoſite coaſt of Ireland, may, if the weather be ſettled, hire a wherry and four men at Campbeltown, which will convey them thither in a few hours; and ſhould they chooſe to return by water to Inverary, the ſame veſſel may be engaged at a trifling expence. This paſſage opens the firth of Clyde, and its iſlands, viz. Sanda, the craig of Ailſa, Arran, Bute, and the 2 Cumbras. Of theſe iſlands, Arran is the moſt conſiderable, being 14 miles in length, and generally 7 in width. It reſembles Jura in ſoil, and yields to none of the Hebride iſlands in height. Bute is near 13 miles in length, and 5 where wideſt, tapering to a point at both ends. It is in general low and fertile, but totally abandoned by the earl to which it gives a title, who hath not vouchſafed to honour it

* The mull of Galloway, the moſt ſouthern point of Scotland, lies in lat 54-44; the mull of Cantire in lat. 55-17; Malin-head, the moſt northern point of Ireland, in lat. 55-21.

with

with his preſence, during theſe laſt 40 years, though he draws from thence 4000 guineas annually.

The narrow ſtrait which ſeparates Bute from the continent on the north, is called the Kyles of Bute, by which the voyage between Greenock and the Hebrides, through the propoſed canal, will be ſhortened above 100 miles.

The opening upon the weſt ſide is the entrance of Lochfine, which with a briſk gale from the ſoutherly points, may be navigated to Inverary in 4 or 5 hours; the whole voyage from Campbeltown may be performed with eaſe in one day, allowing ſufficient time to dine at the Tarbat, or Loch Gilp.

The traveller, impreſſed with the unrivalled grandeur and vaſt expanſe of the ſcenery he hath explored, will now behold the beauties of the little Highland capital with diminiſhed rapture, and the rippling waves of Lochfine, with indifference. He will entertain his grace with the wonders he hath ſeen, the accidents and dangers he hath eſcaped, the keenneſs of his appetite, and the glow of his ſpirits; and now bidding adieu to Neptune, and his grace's claret, he ſets out reluctantly from this hoſpitable and princely ſeat, upon his return to the ſouth,

The firſt part of the ſtage lies cloſe upon the edge of the lake, which gradually tapers to a point at Carindow, where it receives the river Fine, iſſuing from a glen of the ſame name. The tide flows as high as the bridge, and within a mile of which there is eighteen fathoms water. On the eaſt ſide of the lake is the ſeat of Sir James Campbell of Ardkinleſs, a branch of the Argyle family.

After loſing ſight of the lake, the road affords nothing remarkable. It is carried unavoidably to the ſummit of a mountain, where the ſoldiers under general Wade erected a ſeat for weary travellers, to which they are invited by theſe words cut on the ſtone, "Reſt and be thankful." From thence the deſcent is ſo precipitous, that travellers are glad

to

to quit their carriages, and walk near a mile, to a moſt gloomy and ſequeſtered valley, called Glencroe, bounded on each ſide by mountains which ſeem to vie with the Alps.

The various appearances of theſe mountains, their naked cliffs and ſummits in all manner of directions, and the clouds ſwimming underneath, ſerve to amuſe and to improve the contemplative mind.

The traveller, having emerged from this ſolitary ſpot, finds himſelf in view of Loch Long, a ſalt water lake, 10 miles in length, which communicates with the Clyde, facing Greenock. It reſembles Lochfine in its breadth, and hath 7 fathoms water, within half a mile of its head.

This lake, and a ſmall branch with which it communicates on the weſt, called Loch Goyl, abounds with ſeals, ſalmon, white fiſh and mackarel; of the latter, from 3 to 5000 are ſometimes taken at one haul. Theſe fiſheries afford plentiful ſupplies to Greenock, Paiſley, and Glaſgow, where they are ſold at moderate prices.

Gareloch, 6 miles in length, lies on the eaſt ſide of Loch Long, and abounds in ſalmon, though inceſſantly perſecuted by a voracious ſpecies of fiſh called pollacks, who are extremely prejudicial to the ſalmon fiſhing in the Clyde, and all the waters which communicate with it.

The ſmall diſtrict of improveable country round the head of Loch Long abounds in planting, and hath all the appearances of ſkilful agriculture. Here reſides the chief of the Macfarlanes, of venerable age, though wore down with misfortunes. This lake is the eaſtern boundary of Argyleſhire, a portion of which county, and of Perthſhire, includes the whole route of the traveller, ſince his departure from the eaſt coaſt at Dundee.

He now enters Dunbartonſhire; and at the diſtance of a mile, arrives at Eaſt Tarbat, ſituated amidſt natural woods, on an eminence, immediately above

Loch

Loch Lomond, and 10 miles from its head. This celebrated freſh-water lake is ornamented with 28 iſlands, ſome of them conſiderable in extent, and ſtocked with deer. It is 25 miles in length, and above five where wideſt. Its greateſt depth is 720 feet, where it waſhes the baſe of Ben Lomond, a mountain which riſes to the height of 3240 feet, above the ſurface of the water.

The elevation of the road from the Tarbat ſouthward, contributes greatly to the pleaſure of the traveller, eſpecially after paſſing the point of Firkin, which inſtantaneouſly opens the whole expanſe of the lake, and all the luxuriancy of its woody iſlands, and indented ſhores.

The lake is ſeen at beſt advantage from ſome high grounds above the village of Luſs, 8 miles from the Tarbat, where there is a ſmall inn and ſtabling.

Travellers may alſo be furniſhed at this place with boats and watermen, ready at a minute's notice, to embark with their honours on a cruiſe amongſt the iſlands, but without the conveniency of a canopy, which is frequently neceſſary, in rainy or hot weather. Here a London waterman, with his ſkuller "clean'd out ſo nice, and painted withal," would make his fortune.

On the edge of a ſmall bay is the ſeat of Sir James Colhoun of Luſs, who inherits, through a long ſeries of anceſtors, the greateſt part of theſe pictureſque domains.

The outlet of this lake forms the beautiful water of Leven, celebrated, in ſoft pathetic lines, by Dr. Smollet, to whoſe memory an obeliſk hath been erected on its banks, near the place where that benevolent friend of mankind firſt drew breath.*

Here the manufacturers of Glaſgow, induced by

* Too noble to cringe, fawn, or flatter; too juſt to oppreſs or cheat; too patriotic, liberal, and compaſſionate, he died a beggar, and left a widow to ſolicit, in the public newſpapers, the means of ſubſiſtence.

the

the qualities of the water, have eſtabliſhed the greateſt printfields and bleacheries in that country; but the exciſes lately impoſed upon theſe branches, with the high prices of proviſions, and the boundleſs influx of India goods, will probably transfer theſe manufactures to foreign ſtates. This is the ſenſe and the language of every trader from one end of Britain to the other.

The Leven glides in a copious ſtream over a pebbly bottom, till it joins the Clyde, 5 miles below. It abounds in ſalmon and trout; and its branches form almoſt one continued wood, intermixed with villas, meadows and cornfields.

Theſe appearances announce to the traveller his return to the Low Countries, to which Dunbarton, an antient royal borough, is the weſtern entrance.

Here the Leven, navigable for veſſels of 200 tons burden, falls into the Clyde, where the latter is a mile in breadth. At the point, or angle, formed by the junction of theſe rivers, a perpendicular double pointed rock riſes from the level beach to a great height, and hath been occupied, from the earlieſt annals of the Scottiſh hiſtory, as a caſtle, or armory. A ſmall tower on the ſummit is ſuppoſed to have been a Roman pharos or light-houſe. The ſituation of this caſtle, at the conflux of two conſiderable rivers, gives it a moſt extenſive and variegated proſpect over the ſhires of Renfrew and Dunbarton, which it fully commands; Cowal, in Argyleſhire; the crowded ſummits of the Grampian mountains, in Perthſhire; and the ſpires of Glaſgow, at the diſtance of 14 miles, in Lanerkſhire,

The road from Dunbarton to Glaſgow, though moſtly on a level, is uncommonly delightful. It is carried along the north ſhore of the Clyde, and hath throughout an extenſive view of Renfrewſhire, which forms the oppoſite ſhore. At the diſtance of a full mile from Dunbarton, commences a ridge of hills, which, under various names, extends in a north-eaſt

direction, to Stirling. Of theſe hills Dunbuck is the weſtern extremity. It riſes immediately from the road, with ſuch awful majeſty, that romance itſelf cannot figure a nobler object. Eaſtward, the hills riſe to a ſtill greater height, and are cloathed, a ſhort ſpace, with oaks and other timber, which are cut down every 20 years, for the bark. At the diſtance of 3 miles from Dunbarton, where the hills dip into the Clyde, barely leaving a paſſage for travellers, was begun, or ended, by Agricola, the famous Roman wall, vulgarly called Graham's dike, from Graham, or Grimus, (governor of Scotland, during the minority of its prince,) who, upon the departure of the Romans, in the fifth century, broke through the northern barrier, aſſailed the wall between Newcaſtle and Carliſle, drove back the trembling Britons, and recovered the ſouthern part of the kingdom, which the Romans had long uſurped.

At the diſtance of half a mile eaſtward, the road, riſing in a gentle aſcent facing Erſkine houſe, a ſeat of lord Blantyre, aſtoniſhes the traveller with the grandeur of its views. Here ſtands Kilpatric, or Cell Patric, ſo named from its being the birth-place of the famous St. Patric, a clergyman of this place, afterwards the apoſtle of Ireland. Every real or imaginary event of remote antiquity hath its tradition: St Patric, while fiſhing on a ſmall rock in the Clyde, facing this place, was ſeized by Iriſh pirates, and carried to their country, where he became a great man. From this circumſtance, the rock is called *Patric's Stane.** At Dunbarton, a fair held in March, is called, in honour of the ſaint, *Patric's Maſs Fair.*

Hitherto the road diſplays a full view of the wide expanſe of the Clyde; the picturesque intermixture

* Mr. Golbourne of Cheſhire, who was lately employed by the merchants of Glaſgow to deepen the Clyde, hath covered this little rock by a dyke run from the ſhore to the channel of the river near the key at Erſkine ferry.

of

of hills, woods, ſeats and plantations. To the grandeur of this weſtern proſpect, a gentle elevation, after leaving Kilpatric, lays open the ſoft ſcenery of the Clyde towards Glaſgow, whoſe ſpires make a conſpicuous figure in the landſcape. South-eaſt, at the diſtance of five miles, is a full view of Paiſley, a large, irregular town, remarkable for its gauze manufactures, which adorn the heads of the Britiſh ladies, and even thoſe of Paris, as appears by the commiſſions ſent from that capital. From this hill to Glaſgow, the road is ſtraight and level; the villas are numerous; the farm-houſes ſmall but neat; the fields moſtly incloſed in the true ſtyle of judicious huſbandry. Theſe pleaſing objects denote the neighbourhood of a large commercial city, ſtriving to correſpond, in taſte and elegance, with the beauties of its environs.

Glaſgow owes the regularity of its ſtreets to a fire, which, in 1652, burnt one third of the city, including 80 warehouſes, and the habitations of 1000 families. This calamitous event is recorded in a letter from colonels Overton and Blackmore to Oliver Cromwell, and by which it appears that Glaſgow contained from 15 to 20,000 people, amongſt whom were ſome wealthy merchants.

Unfortunately for this, and all the towns in Scotland, the builders have copied the Gothic, unhealthy, and moſt inconvenient practice of France, inſtead of the clean, the decent, and commodious dwellings of England, where the whole building is occupied by one tenant only. From this error, in the rebuilding of Glaſgow, that city is at preſent a medley of beauty and deformity. The houſes have outwardly, an appearance of elegance; the ſtreets are moſtly ſtraight and wide; but the town is diſgraced by its narrow, unwholeſome lanes or cloſſes; by the inconveniencies of an over-crowded population, every houſe being inhabited by various families, and of various ranks in life. The builders had no conception of ſmall neat houſes, from 20 to 25 feet wide,

wide, containing a kitchen and cellars under ground; a ſhop, parlour, and yard; a firſt floor for letting out to occaſional lodgers; a ſecond and third floor for the family. Neither did they diſcover the utility of open airy courts, and back ſtreets, for the reſidence of clergymen, lawyers, and other profeſſions that do not require ſhops.

The principal inhabitants, ſenſible of the miſtakes of former times, and willing to repair them, have lately built ſeveral ſmall ſtreets compoſed of private houſes only. Theſe dwellings are commodious, ſubſtantial, and elegant; accommodated with gardens, offices, and all the conveniencies of a country ſeat. Perfection, however, is not the work of a day, or year, but of long obſervation, and gradual experience. While a ſtranger admires the elegance of theſe new buildings, he is greatly diſappointed in the appearance of the ſtreets. This is owing to the irregular poſition of the houſes, ſome being placed forwards; others a conſiderable way back. Neither hath any regard been paid to uniformity in the colour of the ſtone, every perſon conſulting his own fancy only, in the poſition of his houſe, and the materials of which it was to be compoſed: irreparable injuries to the elegance of the town, and will be regretted by poſterity. One ſtreet, however, hath hit, fortunately, upon ſymmetry and proportion, the good effects of which are perceivable at firſt ſight.

Nature hath been remarkably favourable in reſpect of ſituation, whereon to extend the preſent emporium and ornament of the north. The town is bounded ſouthward, by the Clyde; northward, by a gentle ridge of hills, lying in a parallel direction with that river. Theſe two natural boundaries ſcarcely admit of any miſtake in projecting new ſtreets; yet, if unaſſiſted by a ſpirited magiſtracy of taſte and judgment, miſtakes may, and will happen. Every builder will conſult his own convenience; and thus

a ſpot, formed by nature for health and ornament, will be obſcured and irretrievably loſt to the community. It would therefore be expedient to lay out, upon a regular plan, the whole front of the riſing ground from the High-ſtreet to Anderſton, and even beyond that village *. A city ſo diſtinguiſhed for the induſtry and ingenuity of its inhabitants, the variety of its manufactures, and the extent of its commerce, ſhould look forward with an invariable view to magnificence, and national honour.

The citizens have lately built by a tontine, one of the moſt extenſive and elegant coffee-rooms in Europe, to which is ſubjoined a ſuite of buildings for the purpoſes of a tavern and hotel, an aſſembly room, offices for notaries and under-writers. The deſign, and the execution of theſe buildings diſplay great judgment, and an excellent taſte. The expence did not amount to 7000l.

The Clyde hath 5 feet water at Glaſgow, and admits of a number of ſmall craft from Greenock, Port Glaſgow, and the Highlands. The walks on the banks of this river have a rural ſimplicity, and are extremely pleaſing.

The great ornament of Glaſgow is its very reſpectable and much-frequented univerſity, whoſe profeſſors have long been eminent in the various branches of ſcience, and claſſic education. This ſeminary ſtands on a riſing ground, cloſe upon the country, and is poſſeſſed of a large garden for the conveniency of the ſtudents; adjoining to which is a botanic garden, an obſervatory, and a handſome well-furniſhed library.

When the Romans raiſed the well-known northern barrier againſt the Caledonians, commonly named

* It might be proper, for the information and conveniency of the inhabitants, to publiſh on copper-plate a handſome plan of the town, including the propoſed additions, and the weſtern environs, as far as the Kelvin, a river which, in leſs than half a century, may become the boundary on that ſide.

Graham's

Graham's dike, they erected ſtones with inſcriptions, which denote that certain parts of the work were made by detachments of ſuch and ſuch legions. Theſe ſtones have been collected by the univerſity, together with altars, and other monuments of Roman greatneſs, which are highly entertaining to the antiquary*.

About thirty years ago, a ſon of the family, which is the head of the clan Macfarlane, made a valuable preſent of aſtronomical inſtruments to this univerſity.

* Near the weſtern extremity of this wall, at Duntocher, a countryman, in digging a trench upon the declivity of a hill, turned up ſeveral uncommon tiles, which exciting the curioſity of the peaſantry in that neighbourhood, they broke in upon an entire ſubterraneous building, from which they dug out a cart load of excellent tiles. Being then, 1775, upon my return from the Highlands, and hearing of the circumſtance, I repaired immediately to the place, and by threats and promiſes put a ſtop to all further proceedings, in the hope that ſome public ſpirited gentlemen would take off the ſurface, and explore the whole plan of the building, without demoliſhing it. The tiles were of 7 different ſizes, the ſmalleſt being 7, and the largeſt 21 inches ſquare, They were from 2 to 3 inches in thickneſs, of a reddiſh colour, and in perfect ſound condition. The leſſer ones compoſed ſeveral rows of pillars, which formed a labyrinth of paſſages, of about 18 inches high, and the ſame in width; the largeſt tiles being laid over theſe pillars, ſerved as a roof to ſupport the earth on the ſurface, which was two feet deep, and had been plowed through time immemorial. The building was ſurrounded by a ſubterraneous wall of hewn ſtone. Some profeſſors in the univerſity of Glaſgow, and other gentlemen, having unroofed the whole, diſcovered the appearances of a Roman hot-bath. The paſſages formed by rows of pillars were ſtrowed with the bones and teeth of animals, and a ſooty kind of earth; in the bath was placed the figure of a woman cut in ſtone, which, with a ſet of the tiles, and other curioſities found in this place, is depoſited in the univerſity.

On the ſummit of the hill ſtood the Roman fort or caſtella, of which Mr. Gordon hath given a drawing. The foundation was lately eraſed by a clerk, or overſeer of an iron manufactory in that neighbourhood, who was, however, diſappointed in his expectations of finding treaſure. The ſame Goth expreſſed a ſtrong deſire to eraſe a fine remain of the Roman wall, which is carried along the baſe of the hill, but he hath not ſucceeded in his wiſhes, and it reſts with the

ſity. And, in 1783, Dr. Hunter, late phyſician to the queen, bequeathed to it his famous anatomical preparations, library, and muſeum, which will be a benefit and ornament not only to this place, but to the whole kingdom.

The editions of the claſſics which were printed under the inſpection of the profeſſors, with the types of the ingenious Mr. Wilſon, and by the celebrated Meſſrs. Foulis, are held in ſuch eſteem abroad as to ſell nearly at the price of antient manuſcripts. His preſent majeſty, when prince of Wales, Archibald duke of Argyle, and many other perſons of taſte and learning, patroniſed theſe elegant editions.

Nor muſt I, as a well-wiſher to ſcience, and uſeful arts, forget to mention the apparatus for natural philoſophy in this univerſity, it being unanimouſly eſteemed the moſt extenſive and moſt uſeful in theſe kingdoms. It was brought to that perfection at the expence, and by the unremitting labour of Mr. Anderſon, who not only gives lectures on the mathematical and ſcientific parts of natural philoſophy, to thoſe who are deſigned for learned profeſſions, but who likewiſe gives ſeparate lectures to artiſts and manufacturers, in the moſt ſimple and engaging manner.

At the north extremity of Glaſgow ſtands its magnificent cathedral, the only entire building of that deſcription now in Scotland. It owes its preſervation to the ſpirit and good ſenſe of the tradeſmen, who, in 1579, upon hearing the beat of drum, for collecting the workmen appointed to demoliſh this venerable edifice, flew to arms, and declared, that

family of Blantyre to prevent ſuch practices in future, upon grounds of which they are the ſuperiors. "The houſes in the village," ſays Mr. Pennant, "appear to have been formed out of the ruins of theſe erections, for many of the ſtones are ſmoothed on the ſide, and on one is the word *Nero* very legible." Which ſtone, with another, on which is the word *Lucius*; alſo ſome of the Roman tiles, &c. hath found the way to Richmond.

the

the firſt man who pulled down a ſingle ſtone ſhould that moment be buried under it. No monument hath been erected to the memory of thoſe virtuous citizens.

There are two main roads leading from this city to Edinburgh; the ſouth road, conſiſting of 44 miles, and the north road, which, though 50 miles in length, is generally preferred, on account of its views, and the towns through which it paſſes, or which are contiguous.

The diſtance by this road to Stirling is 28 miles, through a broken, rough country, very little indebted to modern improvements. A lofty verdant ridge, called the Campſie hills, bounds the northern view. On the ſouth, the road is enlivened by the navigation of the great canal, formerly deſcribed.

At a ſhort diſtance beyond Kilſyth, the road to Stirling takes a northern direction, and gradually opens a view of the Forth, which, from the Queen's ferry to Alloa hath all the appearances of an extenſive inland lake.

Stirling is built upon a hill environed with rich plains; and riſes, like Edinburgh, of which it is the miniature, in a gentle aſcent weſtward, where it is bounded by a perpendicular, lofty rock, called the Caſtle, once the ſeat of kings, and the national councils. The royal palace ſerves at preſent as barracks to a few invalids; the parliament houſe, their lumber room. This building is 120 feet in length, and of proportionable height. It hath been ſtripped, in the true Scottiſh manner, of its ornaments and galleries; the roof, unaſſiſted by the public, is mouldering away; and of the royal gardens, ſome few veſtiges only can now be traced.

The views which claim the preference, in Scotland, are thoſe from Galloway, Cantire, Arthur's ſeat, and Stirling caſtle; the firſt, as the reader will perceive by the map, are of kingdoms, iſlands, ſeas, promontories, and far diſtant ſhores. Thoſe

from Stirling are purely inland, diſplaying all the beauties and ſoftneſs of an Italian landſcape, agreeably intermixed with waters, plantations, and lofty downs or ſheep-walks. Amidſt this ſcenery, the river Forth winds, in a moſt pictureſque manner, to Alloa, forming, in the ſhort tract of 6 miles by land, a navigation of 24 miles or upwards. Above Stirling, the landſcape is equally engaging, if not more ſo. Here the windings of the Forth are leſs frequent, but more extenſive, This weſtern view is bounded by Ben-Lomond, and the Grampian mountains, whoſe ſummits are perceived from every direction throughout the centre of the kingdom.

The diſtance from Stirling to Edinburgh by the Queen's ferry is 36 miles. The firſt ſtage to Falkirk commands an extenſive view of both ſides of the Forth; the rich plain called the Carſe of Falkirk, the Carron manufactory, famous for its cannon, and an endleſs variety of tools and furniture in caſt iron. Near Falkirk the traveller paſſes under the aqueduct bridge formerly mentioned; where the canal is raiſed above 100 feet in the courſe of a mile, by means of ten locks, and at the expence of 18,000l. one of the moſt extraordinary works of art in theſe kingdoms, and which nothing but ocular demonſtration could convince of its reality. A moſt delightful journey upon the ſouth banks of the Forth, where that river is above three miles wide, leads to the elevated and magnificent ſeat of the earl of Hopeton, ſituated above the narrow ſtrait at the Queen's ferry, and commanding a compleat view of the river and its iſlands, from the ſea to Stirling.

A ſhort and pleaſant ſtage, through a well-incloſed country, carries the traveller to the baſe of Edinburgh caſtle, which, though he hath lately traverſed the Grampian mountains, will command his admiration.

Travellers, who entered Scotland by the eaſtern roads, through Berwic or Kelſo, generally return by the

the weſt, through Carliſle. The firſt ſtage from Edinburgh riſes gradually to a conſiderable elevation above that city, and affords, at the diſtance of ten miles ſouthward, a moſt extenſive view of the Forth, the Lothians, and the county of Fife, overtopped by the ſummits of far diſtant mountains.

Here the traveller takes a final leave of the northern Caledonia; and having paſſed the narrow ridge of hills which croſſes that part of the kingdom from ſea to ſea, he is carried many miles through a paſtoral country, amidſt verdant downs, rural ſtreams, and long winding ſolitary vales *.

In paſſing theſe extenſive tracts, he will have ſufficient leiſure to contemplate the works of God, as having been exhibited to his view, in a boundleſs variety of forms and appearances, and all deſigned for valuable purpoſes, which it is the buſineſs of man to diſcover and improve. This will bring to mind what hath been done, and what remains to be done; the vaſt tracts of country yet in a ſtate of nature; the many thouſands of ſober, well-diſpoſed people, who are thereby loſt to themſelves, their families and the ſtate. He will perceive that the kingdom through which he hath paſſed, its vallies, ſeas, lakes, and iſlands, is a great ſtore yet in reſerve for the aid of a diſmembered empire, in ſtrength, in commerce, and national conſequence, whenever government ſhall be diſpoſed to call forth and improve theſe important ſources.

## *Of the Famine; the Failure of the Fiſheries; and the Hurricanes of* 1782.

While I was engaged in the preceding pages, an event of the moſt calamitous nature, befel the inhoſpitable regions which I had been deſcribing. The year 1782 proved remarkably cold and wet, the crops over great part of Europe were more or leſs

* The property of the duke of Buccleugh, a nobleman equally diſtinguiſhed for his public and private virtues.

injured, and the northern climates experienced a ſcarcity, amounting to a famine. The ſcanty crops in the Highlands of Scotland were green in October, when a fall of ſnow, attended with froſt, prevented every ſpecies of grain from arriving at maturity. The labour, the ſeed, and the ſtraw were loſt. Potatoes, which in bad ſeaſons had provided a ſubſtitute for grain, were this year froſt-bitten, and rendered entirely uſeleſs. Thus the earth withheld its bounty for the ſupport of man and beaſt. During this diſtreſs at home, no relief could be obtained from abroad. Ireland, the granary of the Hebrides and the weſtern ſhores of Scotland, ſhut its ports againſt the exportation of grain; thoſe of the Clyde were unable to give any aſſiſtance; while on the eaſtern ſide of the kingdom, the hazards of enemies cut off the neceſſary ſupplies from Germany, the Baltic, and in a great meaſure from England.

Thus deprived of every reſource, by the double calamity of war and ſcarcity, many hundred perſons languiſhed and died through the want of ſubſiſtence. The huſband and the parent, unable to behold theſe ſcenes of diſtreſs, without endeavouring to relieve them, ſet out, amidſt froſt and ſnow, upon the long and almoſt impracticable journey to Inverneſs, where they expected to purchaſe a little grain, with the produce of their cloaths or furniture, which they had previouſly ſold, in the diſtricts where they reſided. Several of thoſe who had engaged in this generous enterprize, fell a ſacrifice to hunger and cold, in their way to the market. They were found dead on the roads, in caverns, and amongſt thickets, where they had taken ſhelter from the inclemencies of the weather, while the ſmall, emaciated horſes, the companions of their diſtreſs, could ſcarcely ſtand or walk.

Such was the dreadful ſituation of the main land, and the iſlands, during the winter and ſpring; and though expreſſes were diſpatched to the Lowlands, by the

the clergy and others, imploring immediate relief for a periſhing people, it doth not appear that application had been made to government, for that purpoſe, before the beginning of the ſummer 1783, when a generous ſupply was readily granted.

Let us now ſuppoſe that a few ſmall harbours and granaries were eſtabliſhed at proper diſtances, along theſe weſtern ſhores, and that the communications to the Lowlands were ſhortened by means of inland navigation; ſuch calamities, if not in a great degree prevented, might be ſo far mitigated, as to ſave many lives, beſides obviating the neceſſity of occaſional calls upon the Treaſury for the relief of thoſe parts.

The year 1782 furniſhes another argument in favour of theſe propoſals. The annual arrival of the herrings in the Weſt Highlands had never been known to fail, almoſt completely, till this remarkable year, when theſe little viſitors ſeemed to conſpire with the ſeaſons, in order to rouſe the notice of government towards thoſe diſtant ſhores. While the elements kept back or deſtroyed the regular produce of the earth, the herrings abandoned their well-known lakes, directed their courſe towards the Iriſh channel, or ſtopt there, after their uſual progreſs round Lands End; and here the Highlanders, not being provided with proper veſſels, were unable to follow them.

This was not all. While thoſe people were deprived of grain, roots, milk, vegetables and herrings, their uſual food in good ſeaſons; an almoſt uninterrupted ſucceſſion of ſtorms, ſuch as had not happened within the memory of man, prevented them from attempting the white fiſhery; neither could they, had the weather been moderate, go to ſea, without the means of ſupport. Here therefore was a double famine, the cup of affliction and diſtreſs, ariſing from every poſſible cauſe, was now full. From this *ne plus ultra* of human depreſſion, we entertain a hope

hope that matters will revert into a contrary direction, under the auſpices of a benevolent ſovereign and parliament, to whoſe humane, as well as political attention, that country and people are moſt humbly recommended.

The temporary relief granted by parliament on the above melancholy occaſion, had not the deſired effect. The firſt ſupply conſiſted of a ſingle peck, or 8 pounds of meal to each family, barely ſufficient to keep them alive 2 or 3 days. The ſecond ſupply did not arrive till Auguſt or September, during which interval the diſtreſs was unſpeakably great. The quality of the meal alſo afforded matter of complaint. It was a mixture of oat, barley, and peaſe-meal, in ſuch bad condition, that perſons who had any means of ſubſiſtence, loathed the ſight or taſte of it. This is not to be imputed to the perſons who had the management and diſtribution of the meal, but to unavoidable neceſſity, ariſing from the extreme ſcarcity of that article. It may be ſuppoſed, that meal of the worſt quality was the laſt upon ſale, and that the managers had no alternative.

*Voyage from Ireland to the Weſt Highlands—Diſtreſſes of* 300 *Emigrants caſt amongſt the Rocks of the Iriſh Coaſt—Further Remarks on the preſent State of the Highlands.*

To the ſterility of ſoil, the cold, watry climate, the avarice of certain proprietors of lands, the want of towns, and inland communications, it hath been obſerved, is owing that ſpirit of emigration and adventure, ſo prevalent, of late years, in the Highlands of Scotland, and which neither remonſtrances, ſhipwreck, nor hardſhips of any kind can check, as appears from the following relation.

Being deſirous to obtain full information relative to the European fiſheries, and particularly thoſe of Ireland, now flouriſhing through the wiſdom and

munificence of its parliament, I made a circuitous journey in September 1784, to the Weſt Highlands, by the way of Dublin and the North of Ireland, the ſeat of the Iriſh fiſheries.

From the increaſe of Dublin in the ſpace of 10 or 12 years, the elegance of the new ſtreets, the number, magnificence and ſolidity of the public edifices, lately completed or now erecting, a ſtranger, unacquainted with the preſent ſtate of Europe, would conclude that Dublin was the metropolis of a mighty kingdom, whoſe revenues were boundleſs: that the ſpirit and taſte of the Greeks and Romans had been tranſplanted thither, to enliven and ornament the Atlantic.

The country from Dublin to Drogheda, (24 miles) and from thence to Dundalk, (16 miles) conſiſts chiefly of gentle riſings, like Devonſhire, and produces excellent crops*. A ſpirit for incloſing with hedge-rows, lined with trees, is now become faſhionable in Ireland, but it hath not yet become general in this part of the kingdom.

The majority of the people as far as Dundalk, are of the catholic perſuaſion, and ſeem very poor. From Dundalk northwards, appearances change greatly for the better. In this extenſive diſtrict, uſually called the North of Ireland, the people are moſtly of Scots deſcent, induſtrious, enterpriſing, and mercantile. The incloſures are numerous, the country is highly improved, and the inhabitants are comfortably lodged in neat houſes, whitened with lime. It is hardly neceſſary to obſerve, that this is the ſeat of the great linen manufacture; beſides a variety of

* I was informed by an inhabitant of Drogheda, that the exports of grain and meal from that port to Scotland, amounted, upon an average of 7 years, to 100,000l. annually. He ſaid that the millers had loſt the manufacture of grinding the oats of late years, through their own avarice, by the practice of mixing ſand and lime with the meal, ſold there by weight; which diſcovery had induced the Scots to purchaſe grain inſtead of meal.

other branches lately eſtabliſhed, for the ſupply of the kingdom, as well as America and the Weſt Indies; in which branches, the inhabitants are greatly favoured by the cheapneſs of proviſions, and the exemption from injudicious exciſes impoſed in Britain, on ſoap, candles, coals, ſalt, leather; articles on which the labouring man expends a principal part of his hard-earned pittance.

The ports in the North of Ireland are numerous; all of them are engaged more or leſs in the herring fiſheries, and moſt of them, as Belfaſt, Newry, and Londonderry, have a briſk trade beyond the Atlantic. The coaſt, from Belfaſt loch northward, is precipitous, lofty, and when leeward, extremely dangerous to ſhipping, on account of the violent winds and counter tides of the Atlantic and the channels which communicate with it.

Having arrived at Larne, a ſmall commodious port within 30 miles of the mull of Cantire, from whence the Scots are ſupplied with excellent limeſtone, I began to make inquiries reſpecting the voyage acroſs the channel, and had the good fortune to meet with a genteel family, who were to ſail next morning for Cantire, in a light ſloop, properly manned and equipped for the paſſage. The idea of the ſcenery which the voyage would afford, was a luxury of the imagination, too great to be realized. Next morning, Wedneſday, September 15, though fine, proved hazy. The coaſt of Galloway, Cantire, the craig of Ailſa, and the Hebride iſles, which are diſtinctly ſeen in clear weather, were now wrapped up in impenetrable obſcurity.

The ſame miſt deprived us of a ſight equally ſingular and diſtreſſing; a large ſhip, with 300 emigrants from the North of Scotland, had been that morning driven upon Rathlin iſland, which we paſſed at a ſhort diſtance. A freſh breeze afforded reaſon to hope that the vapour would vaniſh, and gradually open the grand views on every ſide; but great

was

was our ſurpriſe and diſappointment, as well as danger, when by the increaſing fog, we perceived ourſelves amidſt darkneſs itſelf, totally deprived of the ſight of land, though within a few miles of the lofty rocks at the extremity of Cantire. We kept, however, in the ſame direction, expecting every minute to ſee that cape, which, by our reckoning, muſt be very near; but the cape, as if diſpleaſed with the unfavourable character I had lately given of the coaſt, was ſulky, and would not be ſeen by the naked eye, or the teleſcope. An uncommon rolling of the veſſel, gave the firſt intelligence of our ſituation. This aroſe from the jarring currents of the countertides near the mull of Cantire, which occaſion a ſwell, reſembling the bay of Biſcay.

Our ſituation under a briſk gale, amidſt darkneſs, ſtrong currents, rocks, breakers and iſlands, became ſomewhat alarming. At length the cape appeared, like a dark cloud, at the diſtance of 2 miles, on the weſt, and the iſland of Sanda directly a-head, where, not daring to make the main land, we caſt anchor in a ſmall, but ſafe bay, with 2 fathoms water almoſt to the edge of the rocks. This bay or channel, gives ſhelter to many veſſels, and the poor Highland boats, in dangerous weather, but it hath neither key nor inn.

We were, however, amongſt hoſpitable Highlanders, furniſhed with tea, eggs, butter and fiſh; but the beds and bedchambers were not very inviting; the company were indiſpoſed, and reſt was neceſſary. It was therefore reſolved to attempt a landing on Cantire, which, with much difficulty we accompliſhed. If a ſtout, light veſſel, met with ſuch hazards in the month of September, the ſituation of loaded buſſes and Highland boats, croſſing theſe ſeas in the long tempeſtuous nights of winter, muſt be undeſcribable*.

After

* Of which I have been a witneſs more than once, when the noiſe of the rigging, winds and waves, reſembled the loudeſt thunder,

After ſpending ſome time at Campbeltown, on the ſubject of the fiſheries, I propoſed leaving that place on the morning of the 18th of September, at which time ſeveral of the inhabitants favoured me with their company, and by whom I was informed that a number of ſhipwrecked emigrants had juſt entered the town, and were begging money to carry them back to Greenock, to which place a large ſhip had been ſeen ſteering, without her mainmaſt; which, at that ſeaſon was an uncommon ſight. It immediately occurred, that ſome uſeful information might be collected from theſe unhappy people, reſpecting the cauſes of their emigration, and other particulars. With this view I ſent for ſuch of them as were in the neighbourhood, and 3 men immediately appeared. My friends being moſtly in the magiſtracy, and 2 of them juſtices of the peace, it was at firſt propoſed to examine theſe 3 men officially, upon their affidavits, to which they readily agreed; but it was at laſt reſolved, that the town-clerk ſhould only take their ſimple declaration, which was as follows:

"At Campbeltown, the 18th day of September, 1784,

"In preſence of Dugald Campbell, eſq. chamberlain of Cantire, and Ronald Campbell, eſq. collector of the cuſtoms at Campbeltown, two of his majeſty's juſtices of the peace for the county of Argyle, appeared George Smith, Simon Frazer, and Alexander Calder; who being judicially examined, declare, That upon the firſt day of September current, they ſailed from Greenock, on board of the ſhip of Greenock, commander, at which time there were on board about

der, and that for many hours without intermiſſion; but the greateſt apprehenſions were from a lee-ſhore, which, in theſe narrow ſeas, is not eaſily avoided. Having thus experienced the inconveniencies to navigation by this channel, I reſolved to examine the banks of Lochfine, relative to a ſhorter paſſage, the reſult of which inquiry hath been fully ſtated.

300 paſſengers, including a number of children, bound for America. That after ſeveral days ſtorm, their mainmaſt was carried away on Monday the 6th current, about 4 o'clock in the afternoon, and many leagues to the weſtward of Ireland. That immediately after loſing their mainmaſt, the maſter and crew reſolved to return with the ſhip to Greenock, and having put about for that purpoſe, and continued their courſe accordingly, they found themſelves upon Tueſday evening, the 14th, between the iſland of Rathlin and the coaſt of Cantire. That upon Wedneſday morning thereafter, about 5 o'clock, the morning clear, and fine calm weather, with a ſmall breeze, they found themſelves cloſe upon the rocks of Rathlin, and before any effectual efforts were made to get clear, the ſhip ſtruck upon the rocks. That after the ſhip ſtruck, all endeavours were uſed to get her off, without effect, upon which about 100 ſouls were landed upon the iſland, without any neceſſaries whatever, but their cloaths. That about one hour after the paſſengers were landed, the ſhip got clear off the rocks, and for two hours thereafter, continued ſafe at anchor, when they cut their cables and ſet ſail, the weather being ſtill fine, and the above-mentioned paſſengers on ſhore. That after they (the paſſengers) ſaw the ſhip under ſail, they followed her about a mile and a half along ſhore, making ſignals for taking them on board, but to no purpoſe, although at this time the maſter might have taken them on board with the greateſt eaſe and ſafety to the ſhip, which was then very near. That the paſſengers being thus left upon the iſland without proviſions or any other neceſſaries, they found themſelves under the neceſſity of applying to the rector of the iſland for aſſiſtance, when, after remaining there 2 days and 2 nights, the declarants, and about 20 other paſſengers, were furniſhed with the rector's boat, and landed yeſterday forenoon, near the mull of Cantire, and came this morning

to

to Campbeltown, leaving the other paſſengers at Rathlin. That in conſequence of a contribution from the well-diſpoſed inhabitants of Campbeltown, the declarants and their companions have hired a boat to carry them to Greenock. Declare, that the night before the ſhip ſtruck, as aforeſaid, the commander went down among the paſſengers with an open knife in his hand, and threatened with that knife any perſon that ſhould oppoſe him in any thing he then intended to do; upon which he deprived them of their cheſts and proviſion-boxes, and put them all into the hold of the ſhip, which deprived them of the power of carrying any neceſſaries on ſhore with them, when they were landed at Rathlin. And being aſked why they were leaving this kingdom, they declare, "That their doing ſo, is altogether owing to their wanting bread at home, and high rents, joined with ſeveral ſucceſſive bad ſeaſons;" and ſeveral of the other paſſengers having appeared in courſe of this examination, they confirm the above declarations, and are hereto ſubſcribing, all which they declare to be truth."

The paper was ſigned by 9 perſons, moſtly farmers and labourers, and alſo by the above-mentioned juſtices of the peace, and delivered into my cuſtody, where it now remains. While the clerk was taking the evidence in writing, we examined a ſeemingly intelligent farmer, relative to his rent, the quantity of grain ſowed, the produce of that grain, the number of horſes, black cattle and ſheep on his farm; when it appeared, that upon a medium of years, the whole produce of the farm, in grain, cattle, ſheep, &c. did not amount to the rent which he was bound to pay; thus as the farm did not pay itſelf, he was giving his labour for nothing, and his family muſt have been ſupported by friends, or the petty induſtry of the women and children in ſpinning and knitting. He ſaid that many poor men were in the ſame ſituation, labouring and toiling, not for themſelves,

but

but for others, who were never ſatisfied; and this was affirmed by his companions in the ſame line of life. Other particulars came out, which I forbear to mention; I ſhall only obſerve, in general terms, that they confirm, were it neceſſary, the repreſentations formerly ſtated in the courſe of this work. One of the gentlemen preſent, who hath an eſtate and ſeveral tenants, exclaimed in a kind of triumph, upon hearing theſe circumſtances, "Thank God, we have no ſuch doings in Argyleſhire."

The people diſcovered the moſt reſolute determination not to remain in Scotland, even ſuppoſing the owners of the ſhip ſhould refuſe to take them on board upon their arrival at Greenock.

The caſe of theſe poor wanderers was remarkably ſingular and diſtreſſing. After a wretched exiſtence, devoted year after year, to fruitleſs toil and drudgery, they ſet out almoſt pennyleſs, with their wives and 60 children, on a journey of near 200 miles to Greenock; they pay 5 guineas each for their paſſage; ſail on the 1ſt of September, upon a voyage of 3000 miles; meet with ſtorms till the 6th, when, at the diſtance of ſome hundred miles, they loſe their mainmaſt, and dare not venture acroſs the Atlantic. They return for the port from whence they ſet out; are driven againſt rocks, and left upon a ſtrange iſland, without friends, money or change of apparel, in the view of their wives and children, whoſe ſituation, thus deprived of their only dependence, is ſtill more diſtreſſing.

The conſideration of what the women muſt ſuffer, gives additional poignancy to the feelings of the men. They are now 100 miles from Greenock; ſeas muſt be croſſed; a boat muſt be hired; they have no money to pay for it: Mr. More, a humane clergyman, ſees their diſtreſs, lends them his boat, and gives them a certificate, ſtating the particulars of their caſe*. They land near the mull of Cantire; beg

* The boatmen of Rathlin extorted 1s. or upwards from each of the perſons carried on ſhore, when the ſhip ſtruck, though the

 diſtance

their way to Campbeltown; where they raiſe a ſmall ſum of which 11. 5s. is paid down for a boat to Greenock, a voyage of 60 miles or upwards; from whence, the ſhip being refitted, they again embark for the long wiſhed for land, though to certain ſlavery or ſervitude for life.

Being thus furniſhed with the authentic documents of theſe ſcenes, which happened almoſt in my own view, I hope the narrative will prove a leſſon to both maſters and tenants. I had formerly ſaid ſo much upon the bad policy of raiſing rents ſo greatly beyond their value in the preſent ſtate of that country, that the ſubject ſeemed to be exhauſted; but the ſtriking circumſtances of this event, and the cauſes of it, oblige me, reluctantly, to reſume the diſagreeable topic.

I ſhall not, as heretofore, waſte paper upon arguments which, with ſome minds, paſs as tinkling ſounds. Since neither the precepts of chriſtianity, nor philoſophy, can make any impreſſion; ſince humanity and avarice never can aſſimilate, we muſt change our ground, and trace the ſubject to its origin. The earth which we inhabit, was given for the general ſupport and benefit of all mankind, by a Being who is incapable of partiality or diſtinction; and though in the arrangements of ſociety, the earth is divided into very unequal proportions, and theſe confined to a few individuals, whilſt the great body of the people are totally cut off, this diſtribution doth not give the poſſeſſors a ſhadow of right, to deprive mankind of the fruits of their labour. The earth is the property of him by whom it was called into exiſtence; and, ſtrictly ſpeaking, no perſon hath an excluſive right to any part of it, who cannot ſhew a charter or deed handed down from the original and only proprietor of all nature; if other-

diſtance was not many yards. It is to be hoped that Mr. More will take notice of this ungenerous conduct.

wiſe,

wiſe, they hold their poſſeſſions upon uſage only. Grants of lands were made by princes to their champions, friends, and favourites, and theſe have been handed down from father to ſon, or by them transferred to new poſſeſſors; but where are the original charters from the Author of nature, to thoſe monarchs? In vain may we ſearch the archives of nations from one extreme of the globe to the other. If ſo, and who can controvert it? the man who toils at the plow, from 5 o'clock in the morning, to ſun-ſet, and who ſows the ſeed, hath undoubtedly a right to the produce thereof, preferably to the lounger, who lies in bed till 10, ſpends the remainder of the day in idleneſs, extravagance, and frivolous or vicious purſuits. The tenure of the former is held from God, founded upon the eternal law of juſtice; the claim of the latter is from man, held in virtue of the revolutions, and caſual events of nations.

He, therefore, who denies his fellow-creatures the juſt earnings of their labour, counteracts the benevolent intention of the Deity, deprives his king and country of an induſtrious and uſeful body of the community, whom he drives from ſtarvation at home, to ſlavery abroad, ought to be conſidered as an avowed enemy of ſociety; particularly the man who can take the cow from the aged widow, and afterwards, the bed, the kettle and the chair; thus turning out the decrepid at fourſcore, to wander from door to door, till infirmities and grief cloſe the ſcene of tribulation.

Since human laws do not reach ſuch perſons, while petty rogues are cut off, in dozens, their names ought to be publiſhed in every newſpaper within theſe kingdoms, and themſelves excluded from any place of honour or profit, civil or military.

It is ſuch men who bring an odium upon the whole body of the landed gentlemen in the Highlands, and its neighbourhood. Thoſe who, by their

univerſal benevolence, have the faireſt and beſt of all titles to their poſſeſſions, are cenſured indiſcriminately with men who hold their lives only through the defect of human laws; it is therefore proper to draw the line, and to reſcue the innocent or the meritorious from a ſtigma which, upon the ſtricteſt inquiries, ſeems ill-directed, if not unjuſt.

When lands began to riſe in the more ſouthern parts of the iſland, the gentlemen of the north, who drew a mere pittance from extenſive diſtricts, conſidered themſelves as having an equal right to an increaſe of rents, but without duly attending to the circumſtances of ſoil and climate, the want of towns, manufactures, and capital.

The tenants, accuſtomed from age to age, to poſſeſs hundreds of acres, for the value of a few pounds, were thunderſtruck on finding their rents doubled; and in many places trebled; while all the feudal ſervices, ſome few eſtates excepted, remained in full force. The conſequence of this premature increaſe of rents need not be repeated; many gentlemen now ſee their error, and are taking meaſures for their own relief and that of the tenants; but it is too evident, that, from the natural circumſtances of the country, no expedients can be effectual, unleſs aſſiſted, in the firſt inſtance, by the public. The proprietors may in ſome parts, improve the ſoil, but they cannot improve the climate. Herein lies the great barrier to agriculture in the Highlands; on which account, the greateſt part of the vallies, as well as hills, would have been turned into paſture-grounds, for the raiſing of cattle and ſheep, had not humanity and patriotiſm ſtepped forth in the generous breaſt, and ſaid, *by turning theſe lands into grazing parks, you will depopulate your country, and deprive the ſtate of* 200,000 *inhabitants.* Gentlemen recoiled at the thought, and at this moment ſubmit to all the inconveniencies of a numerous tenantry, whoſe rents on ſome eſtates are from 2 to 10l. per annum;

annum; on others, from 10 to 20l. each, which is thought high, though much more could be gained by letting out large diſtricts to opulent graziers, and without riſk or trouble.

There is ſomething generous in this ſelf-denial, which merits not only the public applauſe, but the thanks of government.

*Addreſs to the lower Ranks of People in the Highlands.*

Having always found you inquiſitive after news, and particularly reſpecting North America, and the encouragements to poor men in that country, I ſhall give you ſuch lights as have come to my knowledge, and on which you may rely.

While America remained under the protecting and foſtering hand of Great Britain, (by which you are to underſtand England and Scotland) the people were happy and flouriſhing, beyond any example on record; every year increaſed their commerce, ſhipping, and towns, and rolled in new ſources of wealth. They were protected at the expence of this country, againſt all enemies; liberal bounties were granted by Parliament for the encouragement of their natural produce; they were allowed a free trade with our ſugar colonies, by which they ſupplanted the mother country, to a great amount annually, without contributing in men, ſhips, or money, to the defence of theſe iſlands; they had the monopoly of ſhip-building, and Britain was the principal market, while many of our own ports were neglected, choaked up, or in ruins; they traded on the capital of Britiſh merchants and manufacturers to the amount of 4 or 5,000,000l. and were ſupplied with Britiſh and India goods, free of thoſe burdens which the native ſubjects paid; with other benefits, exemptions and privileges, too numerous to recapitulate, and which would have been further heaped upon them,

had they been actuated more by political wiſdom than the machinations * of reſtleſs factious minds in both countries, aided by foreign powers, jealous of an empire, which in time might have held the balance in Europe.

The conſequence of the war, was an intire ſeparation of thoſe colonies from Britain, and inſtead of a great and happy line of coaſt extending 1500 miles in length, it is now ſplit into 13 different ſtates, loaded with debts and taxes; diſtracted in their councils; without public virtue; ſhut out from the Weſt India iſlands; their commerce reduced; their ſhip-building abridged, and their ſpecie completely drained away.

In a period of ſuch diſtraction, perplexity, and perſonal averſion to the natives of Great-Britain, it is not adviſable in any man to go thither as an indented ſervant, much leſs ſo, to drag his family to a country where they will be inſulted, and doomed to bondage with negroes, under the rod of a maſter who hath an uncontroulable power over their perſons and ſervices.

More powerful arguments againſt emigration remain to be mentioned. The ſoil of thoſe ſtates is in general very productive; but it is well known, that the ſudden tranſitions from extreme heat, to extreme cold; the long fogs, extenſive marſhes, and exceſſive rains, produce a train of diſeaſes

* During the laſt war it was the practice of certain evil-diſpoſed perſons of the capital, to print inflammatory hand-bills, which they ſent by thouſands to America; where, with others of American manufacture, they were diſtributed amongſt the revolted colonies. Seafaring people frequently brought ſome of theſe papers to London, as curioſities; one of which acquainted the good people of America, "That the king of Great Britain was beſieged in his caſtle of Windſor, by 20,000 Londoners; and that the queen, a bigotted Roman catholic, had ſent her jewels to Venice, where ſhe was going to reſide." Great pains were taken, both in England and America, to repreſent the king in colours the very reverſe to his rule of government, which hath been regulated by the ſpirit of the Engliſh conſtitution, and of univerſal equity towards all his ſubjects, of whatever country, religion or complexion.

very

very fatal to Britiſh conſtitutions, particularly fevers and agues, to which almoſt every man is ſubject who is expoſed to daily drudgery without doors, or in the woods; beſides the tormenting, and almoſt inceſſant ſtings of muſketoes and other virulent inſects, from which labouring people cannot eſcape, inſomuch that their legs are frequently ulcered, and their life becomes completely burdenſome.

The only provinces exempted from taxation, are Canada and Nova Scotia, which ſtill compoſe a part of the Britiſh empire, enjoying all the benefits of its protection, commerce, laws, and conſtitution; but thoſe countries are covered with froſt and ſnow from November till April, which oblige the inhabitants to dreſs in ſkins and furs, and cut off all communication between Canada and Europe during 7 months in the year. Whoever, therefore, prefers America to the temperate, wholeſome climate of Great Britain, will find themſelves greatly diſappointed; and even the Highlands of Scotland may, with a little aſſiſtance, be rendered a more deſirable place of reſidence to its natives, than any part of the American hemiſphere.

Such being the natural and political ſtate of that country, which many of you conſidered as a deſirable aſylum from your preſent wretchedneſs, you have no alternative in the choice of your future reſidence, unleſs in the ſeaſon of anguiſh and deſpair, you take the deſperate reſolution of plunging yourſelves from bad to worſe. Though this account may probably deprive you of thoſe hopes, which, from nature, and the circumſtances of the times, will be found deluſive, it is a duty to ſtate the truth, that you may no longer remain in ſuſpenſe on that head.

Suppoſing therefore, all the golden proſpects of a country flowing with milk and honey, to vaniſh from your imagination, and that the anguiſh of your minds, thus deprived of the only remaining prop,

is become almoſt inſupportable, it would be in vain, whatever may be ſaid on the contrary, to preſcribe what are uſually called ſpiritual comforts. A mind overwhelmed with afflictions, too great for human nature to ſuſtain, and without the hope of ſeeing better times, is incapable of thoſe ſenſations which reflection and contemplation affords, in the days of eaſe, health or proſperity.

Yet hope ought not to be totally precluded. Nations, as well as individuals, are often reduced, by a concurrence of circumſtances, to apparent, and ſeemingly irretrievable ruin; but it is evident, that this humiliating ſtate frequently proves the termination of their difficulties; that after ſuch a day, or year, their diſtreſſes gradually vaniſh. Heaven, the diſpenſer of all things, prepares a train of circumſtances, all co-operating in their favour, and which lead infallibly to the vertical point, preſcribed by Divine wiſdom.

The loſs of America, which in ſome reſpects is a national misfortune, will, in others, prove a national benefit, by diſpoſing the public to look towards a country, which, in days of great proſperity, was totally diſregarded. Secondary circumſtances, as the famine in 1782, may alſo contribute to enforce and haſten this deſirable work; nor ſhould the diſtreſſes of your countrymen on the coaſt of Ireland, though at a favourable ſeaſon, paſs unnoticed; their determined reſolution, after theſe diſaſters, to hazard another voyage, affords the cleareſt evidence that the country requires relief.

In order to ſtrengthen your faith in what is likely to happen, let me call to your remembrance the following events, which have actually taken place during theſe laſt 3 years, viz.

1. The liberty to reſume the dreſs of your anceſtors.

2. The reſtoration of the forfeited eſtates, which, though the benefits extend to a few individuals only, ſhews

ſhews the confidence which the king repoſes in his Highland ſubjects.

3. The liberal ſupply voted by the houſe of commons, for your relief during the ſeaſon of ſcarcity.

4. A generous ſubſcription for the relief of the Orkney iſlands, firſt opened in the northern counties of England.

5. The late cruiſe of his majeſty's ſon, upon your coaſts; his honouring Stronaway with a viſit, and his minute inquiries reſpecting the fiſheries.

Theſe are happy omens of the good diſpoſition of the king and people towards you, and may be conſidered as preludes to an extenſive chain of meaſures for your relief in all caſes that ſhall be found expedient and practicable; the principal of which will be enumerated in the ſubſequent chapter. And I may further add, that the major part of the nobility and gentry, both on the continent and the iſlands, are reſolved to take an active ſhare in the generous deſigns.

Theſe favours or indulgencies from the public, and your chiefs, require a grateful return on your part to God the firſt cauſe, and to your king and country, as the means. The benefits between the public and you muſt be reciprocal; this is what the nation have a juſt right to expect in return for the expenditure of public money, at a period when the ſubjects are born down with the weight of unavoidable taxes, to which you contribute nothing, and from which it is probable you will be legally exempted, when the circumſtances of your country ſhall be inveſtigated by the ſenate.

The departments wherein you are to act in the grand machine of national polity, relate to the army, the navy, and the fiſheries.

Of the army department little need be ſaid: you have ever ſhewn a manly readineſs to riſe, when called upon, in your country's defence, and an inflexible adherence to your engagements. You have been

been eſſentially ſerviceable in every part of the empire, when ſurrounded with an hoſt of foes, and it is expected that the ſame ſpirit, courage and firmneſs will characteriſe Highlandmen, in all future ages. I have calculated the quota of intrepid, ſtout, and bold young men ready and qualified to ſerve during a ſubſequent war, at 20,000. If towns ſhall be built, by which men, women, and bairns may be encouraged to remain on their native ſoil, I conjecture that, upon any great emergency, you will be able to ſend out double the above number, to give the Monſieurs and the Dons a warm ſalute, wherever the young chiels can get within muſket-ſhot of them.

But the main ſtrength, and grand efforts of Britain, are from the navy; which, when properly commanded, hath always proved invincible againſt combined nations, and let every Highlandman wiſh that it may long maintain that ſuperiority. As France is now copying Great Britain in her naval equipments, and exerting every nerve to ſurpaſs the latter, both in the number and magnitude of her ſhips, we muſt be always ready to meet that potent nation, at leaſt with equal force. Within the memory of ſome men in the Highlands, the number of ſeamen voted for the war eſtabliſhment was 45,000; the number hath been increaſed every ſucceeding war, and in 1782, it amounted to 110,000; the next war will probably require 130,000, to raiſe whom we ſhall be bruſſen enough, for ye ken fu well, with what difficulty we raiſed a ſmaller number in the laſt ſtruggle. Now, it is evident, that all the other nurſeries for ſeamen united fall ſhort of the fiſhery nurſery, both in number and hardineſs, and if government ſhall be pleaſed to put the weſt coaſt in a way of employing 500 buſſes, and 4000 large boats, or wherries, which would engage 31,000 ſeamen, they muſt lend a hand to the royal navy, when called upon by his honour's highneſs prince William Henry, and take a ſpell of what's going on againſt the Monſieurs; for it would be a ſin and a ſhame,

ſhame, to lay the whole burden of fighting, as well as of building ſhips, upon England.

The great aim of government in ſupporting the fiſhery buſineſs, is the aid which that branch may be able to afford the nation, when attacked by reſtleſs neighbours; and if the public, after laying out thouſands, and tens of thouſands of guineas, in the Highlands, ſhall rely upon your honour and faith, in the ſeaſons of difficulty, gratitude as well as juſtice, ſhould animate your breaſts on thoſe occaſions, ſo as to overcome all feelings, or mercenary conſiderations. The lads muſt not ſkulk or run away, when called upon, but enter freely, and with a good grace, upon his majeſty's bounty. Beſides, they will be benefited by ſeeing a little of the world, and though there is a great deal of ſwearing aboard a man of war, no man is under a neceſſity of conforming to other people's nonſenſe. Some officers of diſtinguiſhed bravery, both by ſea and land, have ſcarcely ever been known to utter an oath, which at beſt, is a paltry low habit, unworthy a man of ſenſe, education, or delicacy.

Neither ſhould the lads ſuffer their manners to be corrupted in any ſhape whatever; adviſe them, with all your eloquence, to retain their original ſobriety, temperance, and modeſty; qualities which do not paſs unobſerved by the officers, and on which account the Highland ſeamen are highly valued in the navy.

The third capacity required of you is of a civil nature, and will benefit yourſelves as well as the community. The greateſt part of thoſe who reſide on the ſhores and lakes will, it is hoped, be encouraged to direct their attention to all the branches of the fiſheries throughout the whole year, by means of bounties to boats, as well as buſſes, with permiſſion to ſell their herrings to ſtrangers. For theſe and other particulars, I refer you to the next chapter.—If matters ſhall be put into the train therein ſtated, your country will become reſpectable; new fields will be opened

opened for induſtry, and ſtrangers will reſort to your infant towns, from all parts of the kingdom; a complete revolution will pervade the whole Highlands, to the aſtoniſhment of the old and the young, all of whom will find employment adapted to their age, capacity, and abilities. But while your condition will be thus mended, and your wants ſupplied in all things requiſite for human exiſtence, dangers of a ſerious nature are to be apprehended, and guarded againſt. When the trading world ſhall break in upon you with all its vicious habits, and when you ſhall begin to aſſimilate with that world, it will be difficult to reſiſt the force of example, and the alluring temptations that will appear in a thouſand different forms, all of them tending to eradicate your native virtues, and to ſubſtitute inſtead thereof the long train of vices which degrade human nature, and are ſooner or later their own puniſhment. Vice admits of two diſtinctions, very different from each other in their effects upon ſociety; viz. Thoſe of the ſenſes, and thoſe of the heart. The firſt are natural or conſtitutional vices, operating more or leſs upon the whole human race, and therefore the life of every conſcientious perſon is a continued ſtruggle between reaſon and the paſſions. From perſons of this deſcription, you have little to fear in ſocial intercourſe. You will generally find them fair and open in their dealings, ſincere in their profeſſions, and warm in their friendſhips.

Very different are thoſe whoſe crimes flow from the heart; as envy, malignity, double dealing, hypocriſy, cruelty, boundleſs ambition, and inſatiable avarice. Theſe are the perſons who diſturb the peace of individuals, of families, and communities; who overthrow empires, deſtroy millions, and keep the world in continual fermentation.

Such, you may be aſſured, will be the imports, as ſoon as your ſhores ſhall hold forth inducements for the reſort of ſtrangers. The thoughtleſs being, who is

no

no one's enemy but his own, is a rock appearing always above water, which you may eaſily avoid; but the man of the world, whoſe ideas continually centre in one object; whoſe mind is ever on the ſtretch, deviſing by what new means he may ſupplant his neighbour, is a rock which only appears at low tides; while, to cloſe the ſimile, the deſigning, the dark, and the ambiguous hypocrite, is a rock always under cover, fatal to thouſands, whoſe inexperience or credulity leads them in that direction. The religious impoſtor being particularly tenacious of his reputation, is conſequently more artful and refined in his deſigns than other perſons, and from the ſame cauſe, more unrelenting in his reſentments againſt the objects whom he hath injured.

Such, with ſome exceptions, is the world, and, if you doubt the truth of this repreſentation, let me remind you of the words of Solomon, founded upon experience, and a general knowledge of mankind. He found *one man*, that is, a man of integrity, in a thouſand. Charles II. of England, who was equally converſant with mankind, and equally penetrating into the human heart, uſed to ſay, in his humorous way, that "There were two kinds of rogues in the world, all thoſe who wore wigs, and all thoſe who wore their own hair." Mankind in all ages have given nearly the ſame character of their own ſpecies, and a perſonage, with whoſe life you are well acquainted, was particularly pointed againſt human depravity, eſpecially thoſe of high pretenſions. The love of ſplendour, honours, and wealth, having become the ruling paſſion amongſt men of all ranks and perſuaſions in theſe kingdoms, it is highly requiſite, that you be guarded not only againſt their artful devices to obtain theſe gratifications, but alſo againſt imbibing the poiſonous infection. I have often ruminated upon this head, whether it would not be better to remain in your

preſent ſtate, uncontaminated with the world, though almoſt ready to ſink under the weight of many evils; or to be placed above theſe diſtreſſes, at the hazard of your morals. In the day of battle, you ſtand firm and invulnerable againſt all dangers, however numerous your opponents. Will your fortitude be equally proof againſt an army of vices, in all their tempting ſhapes? Be not too confident of your own ſtrength. Cannon and muſkets are trifling in the compariſon to what you muſt encounter, from the moment after you firſt drink out of the ſame cup with Lowlandmen, Engliſhmen and Iriſhmen. I know your anſwer before-hand; the wetneſs of the preſent harveſt, by which your crops will be partly loſt, and the dreadful proſpect of a new famine, leave no room to heſitate. Give us employment, by which we may purchaſe from others what our own miſerable climate does not afford, is your ardent ſupplication; in which policy, humanity, and moral juſtice are your advocates. As your requeſt muſt ſooner or later be granted, it will be eſſentially neceſſary to aſſiſt you at the ſame time, in the ſtruggle between your conſciences on the one ſide, and the world on the other; for this purpoſe, an additional number of intelligent clergymen may be ſettled among you, who would not only attend to matters of ſpiritual concern, but alſo aſſiſt you with their counſel, in ſuch temporal affairs as might require their aid, in the propoſed new line of action.

But as, from the great extent of country, there will ſtill be a deficiency of clergymen for ages to come, you may in ſome degree ſupply this defect, by means of a ſmall aſſortment of well-choſen books; and in order that neither your time nor money may be miſapplied, I would adviſe you to reject all books upon religious controverſy, and religious intolerance; or which affirm that the people of ſuch a church or ſuch a ſect, and they only, can be ſaved. This is preſumption with a witneſs! and

if all ſuch books were collected together and ſet on fire, with ſevere penalties on thoſe by whom they were reprinted, it would be doing mankind an eſſential ſervice. Such writers have the aſſurance to dictate to the Almighty, to meaſure out his goodneſs by ſquare and rule, or by pounds and ounces, which they claim, forſooth, as the excluſive right of themſelves, and thoſe of the ſame perſuaſion. The books I mean to recommend are ſuch as will not puzzle or diſtract, but aid the devout mind; as Scougal's Life of God in the Soul of Man; Doddridge's Riſe and Progreſs of Religion in the Soul; Beveridge's private Thoughts; Mrs. Rowe's devout Exerciſes of the Heart. Theſe books, to well-diſpoſed minds, will prove a never-failing ſource of comfort, till at length the perſon, thus diſpoſed, will perceive his own heart to be a church, and that all nature are the preachers. You will diſcover that every object within your view, from the blade of graſs to the mighty oak; from the ſmalleſt inſect to the elephant, and from the moſt minute inhabitant of the boundleſs ocean, to the monſters which ſometimes viſit your ſhores, is of itſelf a perfect ſyſtem, complete in all its parts, and governed by unerring laws, peculiar to its nature, in its formation, growth, maturity, and decline. Could you extend your contemplations beyond the objects immediately before your eyes, new ſources of wonder and admiration would preſent themſelves without end: the globe which we inhabit would, in the compariſon with the works of God, appear as a drop of water to the boundleſs ocean; a mere particle in the wide expanſe of the univerſe, and which, were it burnt to nothing by a planet, would ſcarcely cauſe a blank in the great machinery, formed and regulated by Omnipotence.

The ſame wiſdom and power that you ſee diſplayed in the little circle which you inhabit, is ſeen and felt throughout innumerable worlds, whoſe exiſtence,

tence, the ingenuity and diſcoveries of man have fully confirmed.

By frequently exerciſing the mind on ſuch objects you will begin to make the important diſcovery, that there are other ſources, beſides gold or ſilver, more ſatisfactory in their operation, and more permanent in the tenure. If there be any real felicity in this world, it is ſurely in the correſpondence between the ſoul and its Creator; it is alſo that kind of riches which accumulate, in proportion to a man's ſincerity and integrity. You have therefore greater wealth in ſtore, than many of you are at preſent aware of; and thus poſſeſſed of increaſing ſterling treaſure, you will lament the extreme folly of thoſe who ſacrifice every valuable conſideration of this world and the next, for paltry tinſel, by which their avarice may be gratified, and the pitiful object, vanity, may be flattered.

Induſtry is both a commendable and a neceſſary duty, when its object is merely to procure the neceſſaries, or even the innocent gratifications of life, and the ability to aſſiſt, in a proportionate degree, the aged or the helpleſs, whoſe merit may claim your notice.

So far you may proſecute buſineſs with a good conſcience, void of offence; but, beyond that line, danger is near, both to yourſelves and thoſe with whom you may be connected, in the concerns of life.

In proportion as the love of money predominates in the mind, conſcience loſes its force, till at length it ceaſes to operate, when the deluded being gives full ſway to all his deſires, breaks through all laws, divine and human; becomes a falſe friend, a double dealer, and in all reſpects a dangerous neighbour; thus laying up one ſum after another, till cruel, unrelenting death, drags him reluctantly from the ill-gotten acres, bonds and mortgages, frequently without allowing him time to aſſign the diſpoſal of his imaginary riches.

Beſides the above-mentioned books, every family on the ſhores of the Highlands ſhould be provided with a dictionary

ſpelling book, a ſmall dictionary, a book on practical arithmetic, ditto on practical navigation, a copy book, and a compendious treatiſe on diſeaſes and cures. Theſe, from the ſcarcity of ſchool-maſters, and ſurgeons or doctors, are poſitively neceſſary; the expence of the whole, including a Bible, and Confeſſion of Faith, will not exceed 1l. 4s. a ſum which, though beyond your abilities to advance at any one period of time, may be laid out occaſionally in ſhillings or half crowns, till your library ſhall be completed.

Every family ſhould alſo be provided with a copy of the fiſhery laws and cuſtom-houſe fees; and every man ought to conform ſtrictly and religiouſly to thoſe laws in all caſes whatever, conducting himſelf in an orderly and decent manner, without injury or offence to thoſe engaged in the ſame employ; and he who is detected in maliciouſly cutting his neighbour's nets, or obſtructing him in any ſhape whatever, ſhould be for ever expelled from the fiſheries, and the company of all honeſt men.

## *Addreſs to the Convention of the Royal Boroughs in Scotland.*

GENTLEMEN,

It is univerſally acknowledged that the fiſheries of Great Britain have a ſtrong claim to the particular attention of the legiſlature,

1. As a nurſery of ſhip-carpenters, who may be ready, when their country demands their aſſiſtance, to ſerve in the royal dock-yards, and facilitate the equipment of our navies.

2. As the primary nurſery of hardy ſeamen to man thoſe navies.

3. As furniſhing, if properly encouraged, a conſiderable article of commerce, giving freights to ſhipping, and drawing hither from the various mar-

kets of Europe and the Weſt Indies, in ſpecie and goods, to the amount of 750,000l. annually.

4. In ſupplying the labouring people with cheap and wholeſome food, to the amount of 1,000,000l. annually.

5. In giving employment to half a million of people of both ſexes, and of all ages; as coopers, blackſmiths, joiners, block-makers, painters, hecklers, ſpinners, net-makers, rope-makers, ſail-cloth-manufacturers, and ſail-makers, tanners, ſalt-makers and labourers.

6. As opening inexhauſtible ſources of wealth amongſt a numerous body of people in both kingdoms, thereby contributing to the extenſion of manufactures, and the increaſe of revenue.

7. As contributing particularly to the improvement of that hitherto loſt country, the Highlands of Scotland, and furniſhing 3 or 400,000 people with a competency of the neceſſaries of life, whereby emigrations would ceaſe, and a numerous colony of ſoldiers, ſeamen, and fiſhers would be ſoon eſtabliſhed.

8. As raiſing the value of natural woods, and conſequently barren lands.

To ſum up the whole, as giving vigour to the centre of empire, rendering us leſs dependant on foreign countries and foreign connections, at all times expenſive and precarious.

Such are the gifts that Heaven hath beſtowed upon our ſhores, of which ſtrangers have hitherto reaped the fruits, as ſtated in the foregoing hiſtory of the fiſheries, down to the beginning of the preſent year.

The following particulars will enable you to form ſome concluſion reſpecting the preſent meaſures of government, for the recovery of that national ſtaple.

The remarks which I had ventured to bring into public view reſpecting the fiſheries, being generally approved of by the inhabitants of England

land as well as Scotland, brought forward that Herculean foe to the buſs-fiſhery, Dr. Adam Smith, commiſſioner of the cuſtoms in Scotland, whoſe ſpecious writings on that ſubject, have had too much influence over the minds of men not ſufficiently informed to judge for themſelves, or to diſcover the virulency of the author, when he writes on that head.

But the evil doth not reſt here. It is greatly to be feared that the unfair ſtatements and concluſions of this writer have alſo influenced adminiſtration and many ſenators reſpecting the formation of new laws. If ſo, we may bid adieu to the Scottiſh fiſheries. But let us not meanly give up the cauſe of our country without a ſtruggle in its defence. Now is the critical moment, when every practical fiſher and well-informed perſon, ought to take his ſtand in the beſt of all cauſes, the natural rights of mankind, and the relief of diſtreſs. It is a cauſe wherein the Author of Nature, if I may ſo expreſs myſelf, is a party concerned. He beſtowed thoſe fiſheries upon your country, as an equivalent for its barren ſoil, and ſhall the inhabitants ſpurn at the benevolent gift? Shall the prejudices, the dogmatical decrees, and baneful inſinuations of a board of cuſtoms, be permitted to counteract the beneficent intentions of the Deity. Your anceſtors, during the reigns of the 5 James's, enacted laws, enforcing the buſs-fiſhery, as the mode which was beſt ſuited to the Scottiſh ſeas; they even compelled the nobility, principal gentry, and royal boroughs, to fit out decked veſſels proportioned to their abilities, for exploring the boiſterous ocean; while boats or wherries were buſily employed in the firths and bays. The diſtractions of ſubſequent ages, and particularly the capture of the ſea veſſels, by Cromwell or his officers, annihilated the buſs-fiſhery on the eaſt coaſt. It was again reſumed during the reign of his late

majeſty, and carried on with great ſpirit from the weſtern ports, encouraged by the demands for the Weſt Indies; and again it hath been almoſt ſuppreſſed; not by civil commotions, or foreign invaſion, but by the machinations of your countrymen, co-operating with various diſcouraging circumſtances, formerly enumerated.

A committee of the houſe of commons was appointed in March laſt, to inquire into the preſent ſtate of the Britiſh fiſheries, and into the moſt effectual means for their improvement and extenſion. Evidences were examined from both kingdoms; ſeveral valuable papers, tranſmitted to different members, were read, arranged, and printed, for the inſpection of the parliament. The ſeaſon was now too far advanced for entering upon the ſubject of bounties, but it was propoſed to bring in a bill for removing certain impediments, and unneceſſary reſtrictions, as a preliminary to the main objects in reſerve for future diſcuſſion.

The ſenſe of the Committee was as follows:

*From the Facts which are ſtated in their preſent, or contained in their former Report, Your Committee have unanimouſly agreed upon the following Reſolutions; viz.*

*Reſolved*, That it is the opinion of this committee, that every buſs or other fiſhing veſſel, properly fitted out and furniſhed as by law required for veſſels entered for the bounty, ſhould be allowed to clear out of any port of Great Britain, at any time between the 1ſt day of June and the 1ſt day of October, and to proceed immediately to her fiſhing ſtation, and to caſt her nets, without being obliged to rendezvous at any other port or place—*Agreed to by Parliament.*

*Reſolved*, That it is the opinion of this committee, That the maſters of buſſes and other veſſels employed in

in the herring fiſhery ſhould be at liberty to purchaſe freſh herrings of the boat fiſhers (being Britiſh ſubjects) and to ſhip the herrings which they ſhall take, or which they ſhall purchaſe as aforeſaid, on board any attendant Britiſh veſſel, with permiſſion to land the ſame, under proper regulations, in any of the ports of Great Britain, upon oath being made, by the maſter of the ſmaller veſſel ſo landing them as aforeſaid, or by the owner of the fiſh, that the fiſh were, to the beſt of his knowledge and belief, caught by Britiſh ſubjects; provided that, if the attendant veſſel which ſhall ſail with ſuch fiſh, ſhall land them at any other port than that from which the principal veſſel cleared out, a proper certificate of the number of barrels of ſalted fiſh ſo landed, ſhall be obtained from the principal officer of the cuſtoms at ſuch port, before the bond for the duties on the ſalt taken on board the principal veſſel ſhall be diſcharged; and provided alſo, that no buſs or veſſel, returning to port within the ſpace of twelve weeks after her clearance outwards, unleſs with a full cargo, the whole of which ſhall have been taken, and cured or ſalted, by ſuch buſs or veſſel, ſhould be intitled to a bounty.—*Agreed to in part.*

*Reſolved*, That it is the opinion of this committee, That for reviving and encouraging the cod fiſhery in the North Seas, and in Iceland, the owner of any veſſel employed therein ſhould be at liberty to uſe in the ſaid fiſhery Britiſh-made ſalt, duty-free, and to warehouſe, under the key of the officer, any ſurplus ſalt remaining in ſuch veſſel, upon her return to the place of her outfit, under the like rules and regulations as are provided for ſurplus ſalt brought back in veſſels employed in the herring fiſhery.——*Agreed to.*

*Reſolved*, That it is the opinion of this committee, That all buſſes, and other fiſhing veſſels, ſhould, in future, be permitted to be entered for the bounty, without any limitation of their burden or tonnage;

except that no veſſel of leſs than 20 tons ſhould be intitled to any bounty, and except that no buſs or other veſſel ſhould be intitled to the bounty for more than 80 tons, although of a larger burden.—*Agreed to.*

*Reſolved*, That it is the opinion of this committee, That all buſſes and veſſels employed in the herring fiſheries, ſhould be at liberty, during the time of their continuance at ſea, to catch and cure cod, ling, and hake, as well as herrings, and ſhould be ſubject to the ſame regulations, and have the ſame privilege of curing the ſaid other ſpecies of fiſh with ſalt duty-free, as in the caſe of herrings; but that no bounty ſhould be allowed on the exportation of the ſaid other ſpecies of fiſh; and therefore, that ſuch other fiſh ſhould be marked by cutting their tails, in the manner preſcribed for marking fiſh cured for home conſumption.—*Ditto.*

*Reſolved*, That it is the opinion of this committee, That the duties payable upon fiſh caught and cured by Britiſh ſubjects (ſuch fiſh being entered and landed as by law required for fiſh cured for home conſumption) ſhould ceaſe and be diſcontinued.

I am ſorry to obſerve, that the new laws, though they aboliſh ſome impediments, are, in other reſpects, diſcouraging to the Scottiſh herring and white fiſheries, which will undoubtedly give your rivals of Ireland and the continent, a decided advantage over you in both.

Firſt, reſpecting the herring fiſhery: by the former laws, veſſels were to remain at ſea 3 months after their departure from port, unleſs they ſhould ſooner have completed their loading. By the new law, they are to remain at ſea 3 months, not from the time of ſailing, as formerly enacted, but "from "the day upon which ſuch owners or maſters re- "ſpectively, firſt ſhot or wetted their nets." Now,

it

it too frequently happens, that veſſels do not fall in with the herrings for ſeveral weeks, ſometimes 2 months after their departure from port: conſequently, every owner muſt engage men, and lay in proviſions and ſtores for 5 months, inſtead of 3. It may indeed be ſuppoſed that there is a loop-hole, as it is called, by which the law may be evaded, viz. by wetting the nets immediately on ſailing out of port. Setting this aſide, what chance have the Scottiſh fiſhers with their neighbours of Ireland, who are under no reſtrictions whatever reſpecting the time of ſailing or arrival between the firſt of May, and the firſt of February, whether loaded, half loaded, or empty. You will alſo perceive that the inland duty is continued upon herrings, though "the annual produce of this duty, as appears by "a report tranſmitted to the committee from the "ſalt office, upon an average of the two laſt years, "ſcarcely exceeds 1,400l."

This trifle requires the ſame attention and entries as a revenue of 100 times the amount; and is equally troubleſome to the merchant or agent.

Secondly, reſpecting white fiſh: By the former laws, all white fiſh exported was entitled to the following bounties, viz.

| | £. | s. | d. |
|---|---|---|---|
| On every cwt. of dried white fiſh, — | 0 | 3 | 0 |
| On every barrel of 32 gallons of wet do. | 0 | 2 | 0 |

By the new laws theſe bounties are withdrawn on Britiſh fiſh, while the Iriſh merchant is allowed,

| | £. | s. | d. |
|---|---|---|---|
| On every ſcore of ling or cod taken on the coaſt of Ireland, — — | 0 | 5 | 0 |
| On every ſcore of hake, haddock, or cod fiſh, and conger eel, — — | 0 | 3 | 0 |
| On every tierce, containing 41 gallons, of cured wet fiſh — — — | 0 | 4 | 3 |

What chance have the Britiſh fiſhers at foreign markets, againſt theſe bounties; or with the Norwegians,

wegians, who frequent the northern ſeas at half the expence of our people, in proviſions, wages, and the equipment of veſſels?

This, gentlemen, is a ſpecimen of what may be expected as the "moſt effectual means for the im-"provement and extenſion of the Britiſh fiſheries," whilſt the friends of thoſe fiſheries vainly imagine, that this moſt important of all national buſineſs can be permanently eſtabliſhed with little or no public aid; in which deluſion they are encouraged by fawning ſycophants, who have recourſe to ſuch flatteries, as the readieſt means of retaining or procuring miniſterial favour, though at the expence of the public welfare, and individual ſubſiſtence.

It is not to be ſuppoſed that perſons in the higher ranks of life have given any particular attention to the ſubject of fiſheries, excepting thoſe immediately concerned therein, by profeſſion, or local ſituation, of which the number is extremely few *; it is therefore highly expedient, that perſons of practical experience

* That the importance of the fiſheries is not properly comprehended, appears evident from the oppoſition made by Mr. Eden, one of the moſt intelligent members of the houſe of commons, to the remiſſion of the inland duties on herrings, which Mr. Beaufoy ſtated at no more than 1400l. This trifling ſource of revenue alſo attracted the attention of the miniſter, who moved that the clauſe might be poſtponed for the preſent.

The debates on this ſubject alſo afford a convincing proof, that the ſubject of the fiſheries is little underſtood. Mr. Eden "made "no ſcruple to acknowledge that he was not ſufficiently maſter "of the ſubject to pronounce upon it with certainty. He ſaid, "he had no other information reſpecting it, but what he had ob-"tained from peruſing the ſecond report, and from conſulting "2 or 3 volumes of the ſtatute books upon the table, ſince he "came into the houſe, and he would venture to ſay, without "dread of being thought guilty of any affront to the committee, "that very few of the thirty members preſent were better ac-"quainted with the ſubject than himſelf." Mr. Eden's obſervation on this head is fully confirmed in the third and principal report, where the gentlemen who methodized the ſame, fairly confeſs themſelves enveloped in myſtery and darkneſs. It is not to be wondered that this ſhould be the caſe, when perſons, whoſe ſituation

perience ſhould ſtep forth to reſcue the fiſheries from the hands of ignorant adviſers, and conſequently from aliens, by which means they will be effectually ſecured to the native ſubjects.

With this view, I ſignified to ſeveral members of parliament, an intention to draw up a ſet of propoſitions for the peruſal of the traders and fiſhers in Scotland, as a ground-work, on which the convention of the royal boroughs may compoſe and prepare a body of fiſhery regulations, ſuited to all caſes and circumſtances; which, when completed, may be tranſmitted to government.

Beſides my own obſervations and enquiries reſpecting the Britiſh and European fiſheries, I have been furniſhed with remarks, in the form of memorials, ſigned by the reſpective magiſtrates, merchants, and principal fiſhers on the weſt coaſt. I have alſo received much uſeful information from the epiſtolary communications of individuals in different parts of the kingdom, who are engaged in that branch, as well as thoſe who have relinquiſhed the buſineſs, as an unprofitable, or a ruinous purſuit.

By means of theſe materials, I have been enabled to proceed, ſo far, on ſure grounds, as you will perceive in the preceding chapters, where each ſubject is ſeparately ſtated; but as theſe communications are confined to 15 or 20 heads, I have ventured, alone and unſupported, to branch out this great ſubject to the various caſes which occur at preſent to my

ſituation in life gives them a claim to a hearing, advance falſe ſtatements, as Dr. Smith, who in the eſtimates of the herrings taken by the Scottiſh buſſes, includes only thoſe caught in the firſt, or what is called the bounty voyage, whereas "the buſſes often make a ſecond, and ſometimes a third; and as, one year with another, the herrings taken in theſe voyages are believed to equal thoſe taken on the bounty voyage, it follows that the quantity taken by the buſſes is double what they are ſtated," conſequently Dr. Smith's main argument falls to the ground.

memory

memory, the outlines of which I ſubmit, with due deference, to your conſideration.

1. As the Scottiſh ſeas abound with fiſh throughout the whole year, beſides an annual reinforcement from the great northern ocean, in a compact body, equal in extent to the Britiſh kingdoms, it is the duty of the natives to avail themſelves of this heaven-directed bounty, to the fulleſt extent, without ceaſing.

2. That the reſtraining laws enacted from time to time militate againſt the benevolent intentions of Providence, and have contributed to throw that valuable branch into the hands of aliens, thereby depriving the natives of their birthright.

3. That an unlimited diſcretionary power ſhould be given to all perſons concerned in the herring fiſheries, reſpecting the time of ſailing and return, between the months of May and February.

4. That the buſſes may be allowed to fiſh, to purchaſe from the natives, or do both; and in every reſpect to act as circumſtances may dictate for their own benefit, provided, however, that all freſh herrings ſo purchaſed ſhall have been taken on the preceding night, and not before.

5. That the Britiſh and Iriſh ſeas and fiſheries may be common to the natives of either country, ſubject to the ſame laws and regulations.

6. That veſſels may be allowed to ſend their captures to the ports from whence they ſailed, by means of carrying veſſels, when, and as often as they ſhall judge it expedient.

7. That Ireland, formerly a market for Scottiſh herrings, hath not only ſupplied herſelf, of late, but alſo become a rival at the Weſt India market, through the wiſdom, liberality, and unwearied exertions of their parliament, particularly in bounties, which, by the firſt laws, amounted to 20s. per ton to all veſſels carrying between 20 and 100 tons burden; and is now raiſed to 30s. beſides 1s. 3d. per barrel on all herrings cured after the

Dutch

Dutch manner; alſo 2s. per barrel on all herrings exported.

8. That Sweden, alſo a market for Scottiſh herrings, ſo late as the year 1750, now ſupplies herſelf, the Baltic, &c. to the amount of 200,000 barrels annually, upon an average of years, at from 8 to 10s. per barrel. That the herrings being taken at, or near the mercantile city of Gottenburgh, by means of large nets, in the manner of the ſalmon fiſhery, no extraordinary expence is requiſite, which circumſtance, with the cheapneſs of the caſks, operates as a large bounty, by which the Swedes are enabled to underſell all other nations *.

9. That

* The following table of exports from Gottenburgh may be uſeful to perſons concerned in the fiſheries.

| | 1775 | 1776 | 1777 | 1779 | 1780 | 1781 |
|---|---|---|---|---|---|---|
| To Cork and other Iriſh ports, | 25,836 | 56,400 | 19,267 | 7,313 | 12,243 | |
| Madeira and the Weſt Indies, | 6,278 | 7,437 | 5,826 | 20,849 | 7,281 | 2,700 |
| Dantzic, | 5,693 | 4,321 | 3,716 | 755 | 538 | 1,120 |
| Stettin, | 2,967 | 740 | 1,485 | 2,489 | 1,770 | 6,612 |
| Koningſberg, | 4,670 | 4,970 | 6,592 | 740 | 1,601 | 1,260 |
| Riga, | 3,359 | 3,730 | 7,337 | 2,424 | 2,200 | 9,534 |
| Peterſburgh, | 2,179 | 4,195 | 7,507 | 6,263 | 2,182 | 3,298 |
| Wolgaſt, | 1,962 | 2,205 | 2,458 | 3,501 | 3,124 | 8,380 |
| Different ports in the eaſt Sea, | 20,722 | 16,930 | 35,370 | 41,897 | 33,334 | 50,270 |
| France and the Mediterranean, | 300 | 4,267 | 5,413 | 8,369 | 12,615 | 24,225 |
| Barrels of 32 gal. 900 her. in each, | 73,966 | 105,195 | 94,971 | 94,600 | 77,886 | 107,399 |
| Different ports in Sweden. | 20,627 | 23,272 | 37,075 | 40,485 | 28,778 | 29,250 |
| Total, | 94,593 | 128,467 | 132,046 | 135,085 | 106,664 | 136,649 |

The ſale of Swediſh herrings hath lately been very conſiderable in the Dutch iſland of Euſtatia.

When the herrings firſt returned to the Swediſh coaſt, in the year 1752, they appeared in July and Auguſt; they have gradually fallen in with that coaſt at a later ſeaſon, and are now ſeldom ſeen before the beginning of November, neither are the fiſh ſo fat as when they appeared early.

The herrings, as ſoon as gutted, are regularly laid into the caſks or barrels, with ſalt; after ſtanding 10 or 12 days, they reckon

9. That of late years there is alſo a conſiderable herring fiſhery on the coaſt of Norway, taken and cured at little expence.

10. That under the diſcouraging circumſtances of rivalſhip, and reſtrictions at home, added to the diſproportionate expence of out-fits, &c. the Scottiſh fiſheries have declined, are declining, and will in all probability be reduced to the mere ſupply of the kingdom, unleſs they ſhall be placed on a footing with thoſe of Ireland, Sweden, and Norway.

11. That the patriots of Ireland have declared their intention to adverti ſe in the Scottiſh newſpapers, for experienced fiſhermen and traders of the latter kingdom, to ſettle in the towns now erecting upon the north-weſt coaſt of Ireland.

12. That ſome of the moſt experienced fiſhers and traders of the weſt of Scotland have declared to the author of theſe ſheets, their determined reſolution to remove with their families, veſſels, and property to the coaſt of Ireland, unleſs the Britiſh government ſhall place the Scottiſh fiſheries and all ſalt duties upon an equal footing with thoſe of the former country.

13. That theſe uſeful men have often ſtated their caſe to government, with little or no effect, owing, it is ſuppoſed, to the ſecret influence of their enemies. That they lately renewed their humble appli-

reckon them ready for ſhipping, when the barrels are well daunted, and filled up. The herrings that are ſalted yield no oil, it is extracted only by boili g them in boilers that contain from 10 to 20 barrels. On an average 18 barrels of herrings yield a caſk of oil, nearly 32 gallons meaſure. In 1781, the Swedes exported 14,542 barrels of this oil, not having conſumption or demand for the herrings which lay on their ſhores. The markets for herring oil are the Baltic, Holland, and Spain. The average price is about 2l. 7s. per barrel. The quality is greatly inferior to whale oil, and even to liver oil; having this inconveniency, that in cold weather there is no keeping it from congealing to a conſiſtence ſomething like honey. *Mr. Meaſon's Anſwers to Mr. Byres's Queries concerning the Herring Fiſhing on the Coaſt of Sweden; inſerted in the third Report of the Committee on the Britiſh Fiſheries.*

in

cations, in a clear and circumſtantial deduction of facts, founded upon the experience of former as well as the preſent times.

14. That the ſchemes ſuggeſted by Dr. Smith and Dr. Anderſon, for carrying on the Scottiſh fiſheries by means of boats, without the ſupport of the public, or by premiums during a limited time, are totally inadequate to the nature of thoſe fiſheries, and the hazards of the Scottiſh ſeas.

15. That all ſchemes calculated for that important end, upon a contracted plan of œconomy, will prove deluſive to the ſtate, as well as individuals.

16. That to enable us to meet foreigners at the European and Weſt India markets, on equal terms, certain aids, ſuited to the nature and modes of each reſpective fiſhery are unavoidably neceſſary.

17. That to render theſe fiſheries ſubſervient to the great purpoſes of naval ſtrength, the extenſion of commerce, and the employment of the people, it will be expedient to encourage the ſame by means of decked veſſels, for the floating fiſhery in the open ſeas, and by wherries, for the coaſts and inlets.

18. That nothing leſs than a general bounty, extending to veſſels of every ſize, and to fiſheries of every denomination, will be found effectual upon the experiment; neither can any plan be adopted, ſo ſimple in its operation, or leſs ſubject to frauds, jobs, colluſion, or impoſition.

19. That the mode of encouraging the herring fiſhery, at the time of the Union, by means of high premiums on fiſh exported, opened a door for perjury, and the abuſe of the public money, the barrels being frequently entered a ſecond time upon the bounty, while the iniquitous practices of the traders, in exporting fiſh improperly cured, and ſometimes filling the barrels in part with ſtones, or lumber, loſt to theſe kingdoms the confidence of foreigners,

foreigners, and the ſale of herrings at the European markets.

20. That nature hath been ſingularly favourable to the Iriſh fiſheries, by confining them to a narrow point on the coaſt of Donegal, while the ſtation of the Scottiſh fiſheries, that of Shetland excepted, is at all times uncertain, and requires much time and patience, beſides expence, before the herrings are diſcovered.

21. That the parliament of Ireland having lately granted, in further aid of their fiſheries, a bounty of 30s. per ton, on all veſſels carrying from 20 to 100 tons, beſides ſmall premiums per barrel, it is eſſentially requiſite that the Scottiſh fiſheries be put on an equal footing, which, allowing for the certainty and facility of the former, and the uncertainty, expence, and hazards of the latter, will require at the leaſt, a tonnage bounty of 40s. extending to all veſſels from 20 to 100 tons, beſides premiums on herrings exported, ſimilar to thoſe granted by Ireland.

22. That the adventurers be permitted to build veſſels on ſuch conſtructions as experience hath proved beſt adapted to the reſpective ſeas, ſhores, and modes of fiſhing, agreeable to a plan to be drawn up by the convention.

23. That all veſſels built and equipped after the Dutch manner, which ſhall clear out for the Shetland fiſhery in the proper ſeaſon, and which ſhall take and cure after the Dutch method, the rich high-flavoured herrings, for the European markets; and alſo follow the ſhoals without ceaſing in their emigrations ſouthward, and which ſhall continue the floating fiſhery without boats, from the 24th day of June (or ſooner if it ſhall be found expedient by the convention) to the 24th day of Auguſt, be intitled to an additional bounty of 20s. or 3l. per ton.

24. That all veſſels which ſhall engage to proſecute the herring and white fiſheries alternately through the whole year, be intitled to 3l. per ton.

25. That all bounties be immediately paid to the reſpective claimants, or their order, on producing ſatisfactory vouchers or proofs of their having conformed, in all reſpects, to the intent and ſpirit of the law.

26. That all cuſtom-houſe fees, in whatever relates to fiſheries, be aboliſhed under a penalty.

27. That all boats or wherries properly equipped, and carrying 5 men and 1 or 2 boys or apprentices, which ſhall proſecute the floating and ground fiſhery during the uſual continuance of the herrings on their reſpective ſhores, be intitled to an annual bounty of 15l. per boat, upon producing vouchers as above ſtated.

28. That all ſuch boats or wherries, which ſhall proſecute the herring and white fiſheries alternately through the whole year, and whoſe crew ſhall not jointly or ſeverally occupy any lands beyond acres each; and ſhall not exerciſe any profeſſion or trade unconnected with the fiſheries, be intitled to an annual bounty of 20l.

29. In order to facilitate buſineſs, as well as to bring offenders more ſpeedily to juſtice, the owners of a fiſhing veſſel ſhall cauſe the name of ſuch veſſel, and the port to which ſhe belongs, to be cut in characters at leaſt 5 inches long, and one quarter of an inch deep, on the ſtern of the ſaid veſſel, the ſame to be painted with white lead and oil; as alſo on all boats and buoys belonging to the ſaid veſſel. And the collector ſhall cauſe a number to be added to ſuch names, which number ſhall be inſerted in the entry, and painted in like manner on the veſſel, and on the boats and buoys.

30. That the name of the ſkipper or maſter of each boat or wherry on the bounty, be cut, or painted in large characters, with white lead and oil, on the ſtern of ſaid boats, and the initial letters cut or painted on her oars and buoys.

31. That

31. That no veſſel frequenting the fiſheries, be permitted to moor or ſhoot her nets at the entrance of the bays and creeks, thereby preventing the herrings from entering ſuch bays or openings; nor ſhould any perſon be allowed to lay long lines for taking of cod and ling acroſs the entrance of theſe bays.

33. No nets ſhould be ſhot or wet for taking herrings in the day-time.

32. A certain portion of the coaſt or beach ſhould be allotted for the various purpoſes of the herring and white fiſheries, exempted from all claims or ſhore dues whatever.

34. That a ſet of regulations, ſuch as are expedient and practicable, be drawn up by the convention, reſpecting the beſt modes of curing, packing, and marking, ſuited to each reſpective ſeaſon of the year, particularly the early Shetland fiſhery, in which the convention will be conſiderably aſſiſted by the Dutch laws. *See page* 257, *&c. alſo page* 391.

35. That the practice of curing in bulk, and the preſent mode of daunting, be cloſely inveſtigated, and the propriety or impropriety thereof, be clearly defined.

36. That the thickneſs of the barrels for the reſpective ſeaſons be determined; the age and quality of the wood ſpecified; and the duty upon European ſtaves remitted.

37. That the growth of willows be encouraged on fenny grounds, near water-carriage.

38. That as the preſent townleſs ſtate of the Weſt Highlands, renders the natives of that great ſeat of fiſheries utterly unable to conform to laws and regulations reſpecting ſalt; and as theſe laws, however mild or indulgent, will ever prove a barrier againſt the extenſion of the national fiſheries in general, it is ſubmitted to the convention whether it would not be expedient to ſubſtitute another object of revenue

equivalent to the 12,000l. raiſed at preſent from ſalt, which in this caſe might be aboliſhed.

39. That the Scots, hitherto denied the uſe of Engliſh rock ſalt, though free to other nations, be allowed to import the ſame, on equal terms with Ireland.

40. That the convention be particularly attentive to the ſalt regulations, ſpecifying ſuch and ſuch kinds and qualities of ſalt, for ſuch and ſuch herrings and white fiſh, as on this depends in a great meaſure, the reputation of the Scottiſh fiſh, and the extenſion of the ſale at the European markets. The Dutch regulations on this head, as before ſtated, may be found uſeful.

41. The ſize and qualities of the nets, with the dimenſions of the meſhes, alſo merit particular attention.

42. The duty upon herrings for inland ſale in both kingdoms, though the net revenue ariſing therefrom is little more than a name, operates as a check to that branch, enhances the price double-fold to the labouring part of the community, and ought to be aboliſhed.

43. To the above particulars, I have to add various objects, which, though of a general nature, will contribute eſſentially to the proſperity of the fiſheries in all their varieties. They are matters of conſiderable expence, and can only be executed by means of the public revenue, or properly ſpeaking, by a loan from the public ſtock, which will be repaid in due time with ample intereſt. The firſt of theſe, is the propoſed communication between the Low Countries and the Weſt Highlands, by means of a canal from Lochfine to Loch Crinan, of a ſufficient depth for the largeſt buſſes when loaded, and drawing 12 feet water. *See page* 410.

44. Secondly, a navigable communication between Inverneſs and Fort William in the North

Highlands, of the ſame depth, and for the ſame purpoſes. *See page* 422.

45. A line of 8 market-towns, built on the weſt coaſt of the main land, to ſerve as ſtorehouſes and marts, where the natives may buy and ſell, and enjoy all the privileges of Britiſh ſubjects.

46. Opening ſundry carriage-roads in Roſs-ſhire, from ſea to ſea, which may be done by the military at no great expence.

47. Erecting lighthouſes from the mull of Galloway along the whole weſtern coaſt to cape Wrath; from thence along the coaſt of the Pentland firth; at North Ronalſha, in the Orkneys, and Kinnaird's head, at the entrance of the Murray firth *. Beacons ſhould alſo be erected, and buoys fixed in the moſt neceſſary ſituations.

48. It would be expedient to ſtation 2 or more revenue cutters annually, on or before the beginning of June, at the Shetland iſles, furniſhed with fiſhing nets in order to attend the 2 diviſions of the herrings in their ſouthern progreſs along both ſides of the kingdom, to obſerve all their motions by ſinking the nets, and to give notice thereof to the inhabitants or fiſhers, that the buſſes may not be under the neceſſity, as heretofore, of wandering from place to place, to find out the ſhoals, by which much valuable time is loſt, and frequently the foreign markets. That ſuch veſſels ought to have ſignals for the purpoſe of giving notice, when met at ſea, of the direction the ſhoal is taking, its magnitude, and other particulars. That the ſaid veſſels make ſoundings and obſervations upon the coaſts, ſearch for fiſhing banks, and examine thoſe already diſcovered, in order to aſcertain the beſt fiſhing grounds †.

49. It

* The two laſt were recommended to the committee on the fiſheries, by that experienced navigator, Captain Kyd, commander of one of his majeſty's cutters on the northern ſtation.

† "It is to be remarked," ſays Mr. Travis of Scarborough, "that the fiſhermen ſeldom find any cod, fry, or other round fiſh, upon

49. It would be expedient to authorize thoſe cutters to board any veſſel, or boat, upon the bounty, whether fiſhing in the open ſea or at anchor, with powers to examine into the number of men, and other particulars, of which an account might be tranſmitted annually to the commiſſioners of the cuſtoms.

50. The cutters ſhould alſo be empowered to maintain good order amongſt the fiſhers, to enforce the laws, take cognizance of treſpaſſes, whereby delinquents may be brought to juſtice, and expelled from the bounty fiſhery.

I ſhall cloſe this liſt of propoſitions, by recommending to your notice a ſubject on which the proſperity of the fiſheries greatly depends, though hitherto overlooked by political writers.

It is a melancholy truth, that two-thirds of the harbours, and conſequently many of the towns in Scotland, have fallen into decay.

That moſt of the inhabitants, inſtead of proſecuting fiſheries and coaſting trade with the vigour and perſeverance of their anceſtors, have ſunk into a ſtate of ſloth and indigence, become mere drones in ſociety, ſubſiſting upon a precarious illicit traffic in teas*, ſpirits

upon the Dogger-bank itſelf, but upon the ſloping edges and hollows contiguous to it. The top of the bank is covered with a barren ſhifting ſand, which affords them no ſubſiſtence, and the water on it, from its ſhallowneſs, is continually ſo agitated and broken, as to allow them no time to reſt. The flat-fiſh do not ſuffer the ſame inconvenience there; for when diſturbed by the motion of the ſea, they ſhelter themſelves in the ſand, and find variety of ſuitable food. It is true, the Dutch fiſh upon the Dogger-bank; but it is alſo true, they take little except ſoles, ſkates, thornbacks, plaiſe, &c. It is in the hollows between the Dogger and the Well-bank, that the cod are taken, which ſupply London market."

This important information ſhould ſtimulate cutters as well as fiſhing veſſels to explore the edges of the Long-forty's, Mar's bank, and the whole chain of banks on the weſtern coaſt.

* Tea is ſubject to a duty of 18 per cent. to which, if we add the expence of carriage and inſurance from London, with commiſſion

ſpirits, tobacco—and the equally pernicious trade of receiving bribes, at the expiration of every 7 years, by which they are enabled to pay off old ſcores, and to drag through a miſerable exiſtence, unprofitable to their families and their country. I have made ſome progreſs on the ſubject of harbours, and I expect, in a ſhort time, to be poſſeſſed of the preſent ſtate of every harbour in the kingdom, with eſtimates of the expence in cleanſing, deepening, repairing or enlarging, where neceſſary.

Such, gentlemen, is the field in the maritime line, which demands attention. Your eſtabliſhment is amongſt the moſt antient in Europe; the powers delegated to you by the ſtates of the nation, ſince the middle of the 12th century, are almoſt unlimited in all matters relating to commerce, navigation, and fiſheries, of which you are the hereditary guardians. Though your eſtabliſhment ſunk to little more than a name under the depreſſion of your country, during theſe laſt 150 years, its invigorating powers ſtill exiſt, and may be called into action at the very firſt meeting of the convention. Your late ſpirited conduct relative to the enormous cuſtom-houſe fees, had a good effect; your memorial relative to the privilege of fiſhing on the coaſts of Ireland and the iſle of Man, brought the commiſſioners to their ſenſes, and humbled their pride, as appears by their late circular letter amongſt the fiſhers; but this ſelf-raiſed tribunal, this terror of ſlaves, ſeems ſtill inclined to diſpute every inch of ground with the antient and only legal commercial court of the nation. Though its pretenſions are ſpurious, its influence is great, and there lies the danger. It is evident, from re-

miſſion or profit laid upon it by the London agent or merchant; the whole will probably amount to 30 per cent. above the price paid to ſmugglers; but were the Eaſt India company diſpoſed to eſtabliſh warehouſes in Scotland, where teas might be ſold to ſhopkeepers at or near the London prices, they would thereby cruſh ſmuggling effectually.

cent

cent publications, that the ideas of theſe men reſpecting the fiſheries, are incompatible with the true intereſt of the Britiſh nation, which conſiſts in eſtabliſhing permanent extenſive fiſheries, by means of liberal bounties, to be renewed from time to time, as circumſtances ſhall require. This would immediately diffuſe a ſpirit of exertion and adventure upon every coaſt, firth, and lake of the kingdom. Boats and veſſels of every ſize, from 5 to 120 tons, would be immediately put on the ſtocks, while the old and the young would again reſume the various branches of net and canvas making. Theſe obſervations, gentlemen, are not the effuſions of idle ſpeculation; they are founded upon long obſervation, and ocular demonſtration. Eradicate, therefore, any impreſſions which ſpecious, florid and artful declamation may have made on your minds, and let reaſon and humanity ſupply their place.

In order that your deciſions on this important buſineſs may contain the ſenſe of the nation, it will be neceſſary to deviate in one inſtance, from the ſtrict rules of your conſtitution. Your body is compoſed of delegates from the royal boroughs, and none elſe. The revolutions that have happened ſince this regulation was framed, have greatly altered the face of the country, and the ſtate of the boroughs, in particular. Some ports are ſo greatly reduced, that they have ſcarcely a ſingle veſſel at ſea; while places which 100 years ago ſcarcely deſerved the name of villages, now carry on the principal fiſheries of the kingdom, as Greenock and Port Glaſgow. Other towns, as Saltcoats, Eymouth, Peterhead, and Cromarty, have alſo a claim to notice. It is therefore ſubmitted to your conſideration, whether to admit delegates from theſe places, with the liberty of voting on ſuch propoſitions as ſhall come before you. It is alſo ſubmitted to your conſideration, whether to admit repreſentatives from the Weſt Highlands, and Hebride iſles,

which, though townleſs, are the principal ſeats of the fiſheries, and conſequently the natives have a natural right to be heard on ſubjects wherein they are ſo immediately concerned. If this indulgence ſhould be granted, a repreſentative from Oban on the main land, might be appointed; and alſo from Mull, Ilay, and Sky, nominated by the principal proprietor of each reſpective iſland.

This conduct would diſcover ſuch moderation and liberality of ſentiment, as could not fail of contributing to the ſucceſs of your applications to the legiſlature. Moreover, the ſubject of the fiſheries will be found more extenſive and perplexing in the diſcuſſion, than you at preſent foreſee, which renders the aſſiſtance of theſe men eſſentially neceſſary.

The impediments now exiſting, and the moſt eligible mode of granting public aid, being ſtated or ſettled, other objects will appear to your view, branching out from one another in a ſeeming endleſs chain of regulations, which muſt be adapted to the various ſeaſons and modes of each reſpective fiſhery. Many of theſe being new to Scotſmen, it will be neceſſary to appropriate one or two ſeaſons in experiments, the reſult of which will enable the convention to proceed on ſure ground in the framing a practicable ſyſtem of fiſhery laws, whereby their country will gradually riſe from its ruins, and again become reſpectable in Europe.

*Extracts from a Petition and Memorial to the Right Honourable the Lords Commiſſioners of His Majeſty's Treaſury, from the General Convention of the Royal Boroughs of Scotland, September 1783; in Anſwer to a Petition of certain Officers of the Cuſtoms, and a Report of the Board of Cuſtoms at Edinburgh and their Inſpector, in June 1782. With Remarks.*

"IN the port of Leith," ſays the Memorial, "which, with a few exceptions, is the moſt moderate in Scotland, the fees upon coals within the firth are now triple of the board's regulations in 1730. There are at that port alſo, beſides other variations, about 15 or 20 additional high fees eſtabliſhed for clerks, that were not known

in 1742. Nor was the illegal and incredible oppreſſion of bonds and cockets, upon ſmall quantities of goods paſſing within the river, even under 5l. value, and at times by ferry-boats, practiſed there till very lately.

"At Borrowſtounneſs, the fee for a cocket on coals was only 2d. as ſtated in a table of fees, ſigned by the collector and comptroller of that port, and tranſmitted to the board of cuſtoms *anno* 1742. But this fee of 2d. is now raiſed to the extraordinary ſum of about 5s. excluſive of ſtamps, and 3 or 4 ſhillings more for ſufferances, coaſt-waiter, &c. Bonds and cockets, with high fees, have alſo been exacted on goods paſſing on the river Forth, down to the value of 30 or 40 ſhillings, though, by law, no fee at all can be taken on goods under 5l.

"A ſmall boat of 8 tons burden, carrying under 35 ſhillings value of coals for a few miles, in the ſame cuſtom-houſe diſtrict, within the river, was illegally ſubjected to bonds and cockets, for 34 trips in one year, 1780; the fees for which, with ſtamp-paper, amounted to about 20 per cent. of all the value of the coals ſhe carried, and nearly to the whole freight which the boat earned. Nay, ſuch is the rage for fees on the river Forth, and the indiſcretion of the officers, who it ſeems have been long without any controul in this reſpect, that in the 2 diſtricts on the head of the Forth, 50 miles above open ſea, they have ventured, without the leaſt ſhadow of lawful authority, to extort bonds and cockets, with high fees, even upon rafts of foreign wood, juſt after the duties on them were paid, for paſſing a few miles on or acroſs the river, to enter the canal for Glaſgow. And what may ſeem altogether incredible, one of theſe raft-bonds, for want of a certificate, was ſent to be put in ſuit in the Exchequer.

"Wool, that great raw material of our manufacture, which paſſes free in all rivers and firths, and even at many turnpikes in England, is loaded with exceſſive fees in paſſing at the upper ferries of the river; and what can ſcarcely be believed, at the narrow paſſage of Queen's ferry, about 40 miles above open ſea, theſe fees ſeem of late to be farmed to the innkeepers at the water ſide. They, without any diſpatch being given, levy a tax for the officers, at 8d. on each ſmall pack of 12 ſtone weight of wool, equal to the exorbitant ſum of about 6s. a ton, or 30l. on a ſingle 100 tons of this raw material. Even poor men and women, unable to hire horſes, have been compelled to pay a ſhare of this groſs impoſition for each load of wool carried on their backs."

Theſe, and other impoſitions, of which endleſs inſtances might be given, are contrary to the laws of Scotland, and deciſions of the courts, which poſitively ſay that all ferries are conſidered as high roads, and all goods paſſing the Forth in boats, are to be free, of which wool is particularly mentioned.

"At Aberdeen," ſays the memorial, "the fee on landing goods, from general veſſels coaſtways, was, by their own table in 1742, ſcarcely one farthing per barrel, which was itſelf unreaſonably high, but is now raiſed to a full penny ſterling, or 8d.

per ton, amounting annually to a ſum equal to the whole land-tax of the city and its liberties. There is alſo at this port, an additional fee of about 18d. a ton on raw wool brought coaſtways. At Montroſe, Thurſo, and other ſmall ports, the fees are in general ſtill higher than at Aberdeen.

" Reports on ſmall veſſels from abroad in ballaſt, are not exacted at ſome great Engliſh ports, particularly at London and Yarmouth; and at ſome other ports, 6d. only is taken for ſuch reports; while in the firth of Forth the fees amount to 7, 10, and 16 ſhillings; and at ſome diſtant ports they are even higher. The fees alſo on reports of veſſels outwards, in the two countries, eſpecially with coals and corn, differ nearly in the ſame proportion.

" By the table annexed to the book of rates, the following article is twice narrated, under the head of Subſidy Outwards: '*For making and entering a tranſire or let-paſs, from port to port in Great Britain, 6d.*' and, under the head of Fees for Searchers and Waiters, '*Tranſires for the coaſt free.*' But at many of our ports, 1s. 6d. and in ſome places, 3s. and 5s. is exacted for ſuch tranſires, beſides a large fee to the ſhipping officer, or waiter, though prohibited, as above, and this upon trifling parcels of goods of ſmall value, within rivers; and 2 ſhillings is taken even on lime.

" *By the book of rates, coaſt ſufferance is to be given without fee*; and accordingly none is taken at London, and other Engliſh ports, whatever the value of the goods may be; but at Leith 6d. is taken for each ſufferance, and ſometimes to the number of 10 to 20 of them on a ſingle coaſting veſſel. At other ports, 1s. 1s. 6d. and ſometimes more, is exacted on each ſufferance.

" The fees for coals ſhipped here for London, are three times higher than what they are at Newcaſtle, on veſſels of far greater burden, and five or ſix times as high as what they are in England upon their exportation. Nay, there are inſtances, where the fees on ſmall veſſels with coals exported to Ireland, have equalled, and even ſometimes exceeded the king's duties.

" The fees on the exportation of corn alſo, by ſmall veſſels, amount, at ſeveral of our ports, to ſix times what the ſame buſineſs coſts at Yarmouth, and other great ports of England. Regular high fees are alſo taken at ſome or all of our ports, upon fiſh and ſalt, and on corn exported on bounties and on debentures, though directly prohibited by law.

" At the port of Dunbar near Edinburgh, in particular, the officers not only take high fees on fiſh, but have been known to force the ſame merchant into many different entries, cockets and debentures, upon ſingle ladings of corn exported on bounty; and, in defiance of law, to exact 5s. for each, upon paying, or certifying theſe debentures: ſo that the expence, beſides incredible trouble and delay, amounted to twenty times what the ſame buſineſs would have coſt at many Engliſh ports.

" In England the firths or navigable rivers are as free as high roads for every kind of home or foreign goods, and ſo were the

Scottiſh

Scottiſh firths and rivers for ſome time after the union; but the officers have of late years, for their own gain, got all our rivers, with an exception of a ſmall part of the upper Clyde, conſidered as open ſea up to their firſt bridges, even where the rivers are not half a quarter of a mile broad, and in the caſe of the Forth, 60 miles above the real open ſea. Small parcels of home goods cannot paſs acroſs, or up and down ſuch rivers, for a mile or two; nor between the Glaſgow canal and the Forth, without an expence of 8, 10, 15s. or more, nearly the ſame as if they were full coaſting ladings going round the iſland; and many caſes have happened, where perſons have been forced to carry ſmall parcels of goods, ſuch as coals and ſeed corn, by land, and could not uſe the river or canal navigation with it, even in yawls, unleſs they ſubmitted to pay 30, 40, or 50 per cent. of the value in fees.

"The great article of coals and culm, which paſs free of fees in Engliſh rivers, is moſt illegally ſubjected on the river Forth, to an expence of about 10 per cent. on their original coſt, for fees; and in the lower Clyde, where the craft are ſmaller, [many of them poor Highland boats of 5 or 6 tons] to 10 or 15 per cent. beſides an incredible delay and waſte of time to the mariners and lightermen.—Of all theſe facts the convention has undoubted evidence. Indeed, the illegal oppreſſion upon coals carried within the firth of Forth eſpecially, is put beyond all doubt, by accounts recently delivered in by the officers themſelves, to the honourable houſe of commons. From theſe it appears, that the ſingle fees of the collector of Borrowſtounneſs, amount, on an average of three years, to 709l. annually, while thoſe of the collector, 2 cuſtomers, comptroller, 5 land-waiters, and of all the other officers of every denomination together, at the great port of Newcaſtle, including Howden Pans and North Shields, amount only to 793l. 6s. annually; although at the ſame time, the quantity of coals ſhipped in Newcaſtle diſtrict, is probably 30 times of that in Borrowſtounneſs. At Seatoun Sluice, and Blythe Nook, where perhaps near as many coals are ſhipped as at Borrowſtounneſs, the fees of the collector, and all the other officers together, amount only to 40l. 6s. annually. The fees of this collector of the little port of Borrowſtounneſs, alſo (ariſing chiefly from the illegal impoſition on coals) amount, by the ſame accounts laid before the houſe of commons, to 32l. annually more than thoſe of the collectors of the 3 great Scottiſh ports of Port Glaſgow, Leith, and Dundee, put together. Thoſe of the collector of the ſmall port of Alloa, where there is little trade but in coals, amount alſo annually to more than the collectors at Newcaſtle, and to near as much as the collectors at Port Glaſgow and Leith ſeparately draw in fees."

The revenue officers made a ſtout defence in a counter petition to the lords of the treaſury, ſupported by the board of commiſſioners of the cuſtoms at Edinburgh, who modeſtly report to their lordſhips, "That the fees now taken at the different ports of "Scotland, are ſufficiently eſtabliſhed by uſage, and that no inno-"vation has been made in the time of any officer now employed

" in the ſervice of the revenue under their management." (Though the then collector of the port of Leith, had been in office 40 years, the period in which moſt of theſe impoſitions had been made on the public) " That they have no information of inconvenience " ariſing from the continuation of the former practice."

" It appears," anſwered the convention, " from what has already been ſaid, that theſe aſſertions are founded on miſrepreſentation, to give them no worſe name; and what the board here recommends, is not only highly improper, but alſo illegal, and directly contrary to the ſtatute 8th of queen Anne, above recited. The ſubjecting the trade of the inland navigation with the river Forth, to bonds and cockets, ſeems to have proceeded from the board itſelf,—at leaſt an order for it was ſome years ago ſigned by their inſpector, to the officers at Glaſgow."

It alſo appears that the commiſſioners and the officers lately drew up a new table of fees for Scotland, and tranſmitted the ſame to the lords of the treaſury for their ſanction and approbation; on which table the convention make the following remarks.

" With regard to this *very ſingular table*; it may be obſerved in general, that were it adopted, the preſent rates of fees on the great foreign trade of Glaſgow and Leith, would be nearly quadrupled; and the great river trade of Glaſgow, between that city and Greenock, would be ſubjected to a very heavy new expence, beſides an incredible delay and inconvenience.

" In ſeveral particulars the fees would be triple, and in ſome inſtances ten times as much as are paid in England for ſimilar buſineſs; and in a great many inſtances, high fees would be payable on goods, which in the like ſituation are not charged with any at all in South Britain. But ſtill more, this table propoſes a variety of fees to be taken on different articles, which are particularly exempted from any, by poſitive ſtatutes.

" The book of rates contains the following article, under the head of Rules for the Ports in general, ' *Fiſh by Britiſh, or Britiſh ſhipping or veſſels, inwards or outwards, or along the coaſts to pay no fees*;' and the ſame are prohibited on ſalt and corn, exported on bounty, by different ſtatutes. But this table contains regular articles for fees on ſalmon and herrings exported, and ſalt uſed in curing them; not ſatisfied with this, a let-paſs to England with ſalmon is ſtated by the officers in the table at 7s. 6d. though the book of rates has an article ' for making and entering ' a tranſpire, or let-paſs, from port to port in Great Britain, 6d.' So theſe officers would not only have a fee on fiſh, though directly prohibited by law, but would have fifteen times as much for a ſalmon let-paſs, or tranſire, as the law allows for one upon other goods really ſubject to fees.

" Again, a tranſire for coals, under 15 tons, within the river Forth, is ſtated at 1s. 6d. which is not only three times the legal rate upon other goods ſubject to fees upon the open coaſt, but is alſo directly againſt law; becauſe 15 tons of coals are not, at a medium, worth above 3l. and the law expreſsly prohibits any fees

on

on goods under the value of 5l. not only by the ſtatutes eſtabliſhing fees, but by a particular article in the book of rates, under the head of Rules for the Ports in general, as follows: '*All 'goods under the value of 5l. in the book of rates, paying ſubſidy 'the ſum of 5s. or leſs, ſhall paſs, without payment of any fees.*'

The convention, after ſtating other articles to the ſame purport, obſerve, that "it would be endleſs to enter into the numberleſs abſurdities of this table, in making out of which, the officers have ſhewn either *the greateſt ignorance of, or diſregard to the law*, the orders of the ſovereign, of the houſe of commons, and of the former boards of treaſury. The convention cannot again avoid expreſſing their aſtoniſhment at theſe officers having the aſſurance to deſire your lordſhips ſanction to a table, in almoſt every article againſt law, and ſubverſive of the treaty of union [which enacts, that all regulations 'for *navigation, and carrying goods coaſt-'ways*,' ſhall be the ſame in Scotland as in England; and that the merchants and other perſons '*entitled to any benefits, allow-'ances, advantages or remedies, touching, or concerning any the 'cuſtoms in Scotland, ſhall have and enjoy the ſame in Scotland, as 'fully and amply, to all intents aud purpoſes, as they may, or 'might, if the ſame were or aroſe in England.*' And the officers of the cuſtoms in Scotland are required to make and allow the ſame accordingly.] and that the aſſiſtant-ſecretary, and the inſpector of the cuſtoms here ſhould have ventured to ſign ſuch a table, which would never have been ſubmitted to in this country. They are ſtill more ſurpriſed, that this has been countenanced by the commiſſioners of the cuſtoms. Upon the whole the memorialiſts ſubmit the conſideration of this extraordinary buſineſs to your lordſhips wiſdom, without further comment, and they return to their other requiſition, founded on the treaty of union, and ſubſequent ſtatutes." Next follows the plan or out-lines of a new table of cuſtom-houſe fees, with other regulations, founded upon the laws now exiſting; which if complied with, will at once put an end to this iniquitous buſineſs, and reſcue that oppreſſed nation from the hands of unexampled avarice, and the illegal mandates of a ſelf-created legiſlature.

The convention, among other tables, and comparative ſtatements of fees, have inſerted the following particular account, which we ſhall give verbatim, as a curioſity for the amuſement of the reader.

[Copy of an account ſent from Dunmore harbour.]

*Fees at the little Port of Alloa on Coal Barks paſſing within the Firth, or even croſſing the Forth, 40 computed Miles above the Mouth, or Iſle of May.*

N. B. *The river at Alloa is no wider than the Thames above Weſtminſter bridge.*

| | £. | s. | d. |
|---|---|---|---|
| Sufferance to load, | 0 | 1 | 0 |
| Sending for ditto, and ferry to pay, | 0 | 0 | 8 |
| Bond, | 0 | 4 | 3 |
| Cocket, | 0 | 3 | 0 |
| Carried over | 0 | 8 | 11 |

| | | | |
|---|---|---|---|
| Brought over | 0 | 8 | 11 |
| Charges going to clear, and ferry, | 0 | 1 | 2 |
| Bondſman, | 0 | 0 | 6 |
| Shipping officer at Dunmore, | 0 | 1 | 0 |
| Total in Alloa diſtrict, | 0 | 11 | 7 |
| Sufferance to unload at Borowſtounneſs, 10 miles diſtant on the ſame river, | 0 | 1 | 6 |
| Certificate there, and return of bond, | 0 | 1 | 6 |
| Sending for ditto two expreſſes from Carron, | 0 | 1 | 0 |
| Land-waiter at Carron, | 0 | 1 | 0 |
| | 0 | 16 | 7 |
| Given on return at Alloa, | 0 | 0 | 6 |
| | 0 | 17 | 1 |
| N. B. If a boat of 10 tons, with beſt great coal of 5s per ton, the cargo is worth | 2 | 10 | 0 |
| If with chow coals, ditto | 1 | 3 | 0 |
| If with pan-wood, or culm, ditto | 1 | 0 | 0 |
| | 4 | 13 | 0 |
| The freight of 10 tons to Carron, | 0 | 11 | 8 |
| The average value of 10 tons, | 1 | 11 | 0 |

So that the fees are above 150 per cent. of the freight, and 50 per cent. of the value of the cargo, and in all probability they would have been gradually raiſed to the full value of the cargo, in leſs than 20 years, notwithſtanding any tables to the contrary, had not the convention ſtepped forth in the cauſe of juſtice as well as humanity; and it is the univerſal wiſh of the kingdom, that this commercial court may perſevere with firmneſs, in procuring a new table of fees, agreeable to the laws of the realm, with penalties annexed to each treſpaſs, by bribes, connivance, or colluſion.

As the board of commiſſioners, inſtead of ſuppreſſing this obſtruction to inland commerce, ſeem to have taken an active part in favour of the perſons whom they have appointed to theſe offices, it is not to be wondered, if ſuſpicions unfavourable to that board ſhould be entertained by the public, though poſſibly, there may be no juſt grounds for the ſame. Had the cuſtom-houſe officers obſerved any degree of moderation in their demands upon inland and coaſting trade, they might have exacted their contributions with facility, and lived comfortably, with the good-will of their neighbours; but they knew not when to ſet bounds to their extortions; they loſt ſight of equity, and conſequently became hardened againſt ſhame; the reſult of all which is this: that

that by graſping after too much, they will probably loſe the greateſt part of thoſe exceſſive encroachments which they have too long enjoyed.

At the ſame time, it is neceſſary to obſerve that, in Scotland, the ſalaries appointed for this claſs of men are inadequate to their ſtations, to the duties of their office, and inſufficient for the ſupport of their families, even with the greateſt œconomy. Many of them, eſpecially the collectors, are perſons of genteel families, liberal education, and rank with gentlemen; yet, ſtrange as it may ſeem, the general ſalaries allowed the collectors is only from 30 to 60l. per annum; and to the comptrollers from 20 to 40l.

Beſides the pernicious effects of this ill-judged œconomy, as before ſtated, the neceſſities of the revenue officers muſt, in many of the inferior ports, render them dependent for a livelihood on the very perſons, whoſe illicit practices they are officially bound to watch. Under ſuch circumſtances, it can be no matter of ſurprize, if bribery, colluſion and fraud ſhould frequently happen to the great injury of the revenue and the fair trader.

Reſpecting the ſpecific fees paid by perſons engaged in the weſtern herring fiſheries, the reader is referred to page 224 of this work; and underneath are the particulars of charges at Inverneſs on ſhipping a ſmall cargo of ſalmon, at the little port of Findhorn, on the Murray firth, copied from the third report of the committee of the houſe of commons on the fiſheries. Page 311, viz.

| | £. | s. | d. |
|---|---|---|---|
| Report, &c. outwards, | 1 | 6 | 0 |
| Surveyor, and indorſing cocket, | 0 | 5 | 0 |
| Land-ſurveyors and land-waiters fees, at 1d. each per barrel, | 2 | 10 | 0 |
| Their riding charge from Inverneſs to Findhorn, the place of ſhipping cargo, | 2 | 2 | 0 |
| Entertainment when there——An article we dare not queſtion, without incurring their diſpleaſure, and of courſe trouble, | 2 | 3 | 9 |
| Tide-waiter at Findhorn, | 0 | 5 | 0 |
| Collector's, comptroller's fees for the debenture at 1½d. per barrel, with 5s. to the clerk, | 2 | 2 | 6 |
| | 10 | 14 | 3 |

Copy of expence on ſhipping one ton of ling fiſh and two barrels of ſalmon for Cadiz, March, 1784.

| | | | |
|---|---|---|---|
| Fees at loading coaſtways from Stronaway, | 0 | 3 | 0 |
| Entry, cocket, land-waiter, and ſurveyor, | 0 | 16 | 6 |
| Collector and comptroller on being paid the debenture, | 0 | 2 | 6 |
| Land-waiter, | 0 | 2 | 6 |
| | 1 | 4 | 6 |

Charges

Charges on 24 barrels of herrings, value 27l. 12s. ſhipped at the weſt end of the Glaſgow canal, for Borrowſtounneſs at the eaſt end, viz.

| | | | |
|---|---|---|---|
| Bond 9s. ſurveyors 2s. 6d. | | 0 | 11 6 |
| Cuſtom-houſe fees at Borrowſtounneſs, | | 0 | 4 0 |
| Cancelling the bond, | | 0 | 0 6 |
| | | 0 | 16 0 |

*Remarks on ſundry Paſſages in Dr. Anderſon's Report to the Lords of the Treaſury, and his ſubſequent Evidence and Diſſertations before the Committee on the Britiſh Fiſheries, May* 1785.

Having ſince Nov. 1784, applied with more than ordinary aſſiduity to the various ſubjects contained in this bulky volume, I perceived ſome relaxation to be indiſpenſibly neceſſary, previous to which however, a moſt diſagreeable, though not different buſineſs was to be diſcuſſed.—A ſtatement of Dr. Anderſon's poſitions, relative to the fiſheries, propoſed towns, canals, and other matters which more immediately concern the northern part of the iſland; with remarks thereon, by which the public will be better enabled to form concluſions on ſubjects of very conſiderable importance to the ſtrength and proſperity of theſe kingdoms.

The doctor embarked on a voyage to the Hebrides Aug. 22, 1784, and ſays, "The lateneſs of the ſeaſon prevented him from accom-"pliſhing one half of the neceſſary circuit." The doctor might have added to the lateneſs of the ſeaſon his own neglect. He embarked at Ilay, and made for the long Iſland, the main portion of which is called Lewis, accommodated with the excellent port of Stronaway, and the only town amongſt the Hebrides. Lewis is equal in extent to Cheſhire, or Derbyſhire, contains 15,000 people, and its ſhores are one continued fiſhery; yet, though time, at that late ſeaſon was precious, the doctor ſpent the greateſt part of it at the Long Iſland only; at Stronaway in particular, he ſtaid 6 or 7 days, without waiting upon the proprietor of the greateſt part of the iſland, a member of the houſe of commons, and diſtinguiſhed for his exertions, in whatever relates to the improvement of the town and country, as well as the fiſheries. This gentleman condeſcended to invite the doctor to his ſeat, but receiving no anſwer, he wrote a ſecond time, to which the doctor paid not the leaſt regard. He ſerved Mr. Mackenzie's ſteward with the ſame neglect *, neither did he attempt to examine the iſland, or any

* Very different was the conduct of prince William Henry towards this gentleman, and the principal inhabitants, to whom he behaved with the greateſt affability and condeſcenſion, expreſſing at the ſame time, a ſtrong deſire for information in every particular worthy of notice. Equally inquiſitive and diligent were Mr. Pennant, Mr. Boſwell, Dr. Johnſon, and other travellers through theſe iſlands, though at their own expence.

part of it, beyond the vicinity of the town. While the doctor ſeems particularly tenacious of the waſte, as he calls it, of the public money, and of jobbing, his conduct as above ſtated affords room to ſuſpect a job, in the fulleſt ſenſe of the word.

Reſpecting the main land of Roſsſhire on the oppoſite coaſt, the great iſlands of Sky, Mull, and Jura, his conduct was equally ſuperficial; and the ſame neglect of the principal proprietors of theſe ſhores hath been complained of, which contributes to ſtrengthen the unfavourable ſuſpicion of a job.

Having thus neglected the means of information which his ſituation afforded, both from converſation and ocular obſervation, we muſt conſider his report as containing little more than gleanings from the late worthy but credulous Dr. Campbell, who copied from Martin, Boethius, and other writers, ſtill more credulous. But as the doctor's writings have a manifeſt tendency to puzzle gentlemen in their inveſtigations reſpecting the meaſures to be adopted for the improvement of the Highlands, and the extenſion of the fiſheries, it becomes a duty to undeceive the public reſpecting his very ſingular poſitions, or what may be called his *Originals*, wherein others have no ſhare of the merit.

"Among the Hebrides he found many large and fair iſlands, "containing extenſive fields of land, naturally endued with an "uncommon degree of fertility."—And adds, "That the cli-"mate in theſe iſlands is more favourable for bringing corn to "maturity, and that the harveſt is for the moſt part earlier than "on the parallel coaſt of Scotland."—Theſe are new diſcoveries, unknown to the above-mentioned gentlemen, who examined them with uncommon minuteneſs, and to whoſe deſcriptions the reader who wiſhes to aſcertain the truth, is referred.—See alſo page 141 of this work. Were further evidences neceſſary, we might obſerve that the diſtance between the main body of the iſlands and the continent is far too ſhort, to allow any difference in the climate.

The diſtance is thus:

| | | | |
|---|---|---|---|
| Between Ilay and the continent | — | — | 13 miles |
| —— Jura and | ditto | —— | — 2½ —— |
| —— Mull and | ditto | —— | — 1 —— |
| —— Sky and | ditto | —— | — ¼ —— |

Two thirds of the leſſer iſlands of the Hebrides lie contiguous to theſe, and many of them within a mile of the continent. In fact, theſe iſlands, as well as the continent, are ſo ſubject to autumnal floods, that humanity alone prevents ſome of the proprietors from turning their eſtates entirely into paſture lands.

"Except in the ſummer ſeaſon," ſays Mr. Pennant in his deſcription of the Hebrides, "there is ſcarcely a week of fair wea-"ther: the ſummers themſelves are generally wet, and ſeldom "warm. What is properly called the rainy ſeaſon commences "in

" in Auguſt: the rains begin with moderate winds; which grow " ſtronger and ſtronger till the autumnal equinox, when they " rage with incredible fury The huſbandman then ſighs over " the ruins of his vernal labours: ſees his crops feel the injury " of the climate: ſome laid proſtrate; the more ripe corn ſhed by " the violence of the elements. The poor foreſee famine, and conſe- " quently diſeaſe.—Poverty prevents him from making experiments " in rural œconomy: the ill ſucceſs of a few, made by the more " opulent, determines him to follow the old tract, as attended with " more certainty, unwilling, like the dog in the fable, to graſp at " the ſhadow and loſe the ſubſtance. The produce of the crops " very rarely are in any degree proportioned to the wants of the " inhabitants: golden ſeaſons have happened, when they have " had ſuperfluity, but the years of famine are as two to one— " The proper product of all the Hebrides are men and cattle."

" Their weather," ſays Dr. Johnſon, " is not pleaſing: half " the year is deluged with rain. From the autumnal to the vernal " equinox, a dry day is hardly known, except when the ſhowers " are ſuſpended by a tempeſt. Under ſuch ſkies can be expected " no great exuberance of vegetation. Their winter overtakes " their ſummer, and their harveſt lies upon the ground drenched " with rain. They gather a little hay, but the graſs is mown " late; and is ſo often almoſt dry, and again very wet, before it " is houſed, that it becomes a collection of withered ſtalks, " without taſte or fragrance; it muſt be eaten by cattle that have " nothing elſe, but by moſt Engliſh farmers would be thrown " away. The barns of Sky I never ſaw. That which Macleod " of Raaſay had erected near his houſe was ſo contrived, becauſe " the harveſt is ſeldom brought home dry, as by perpetual per- " flation to prevent the mow from heating.—In the penury of " theſe malignant regions nothing is left that can be converted to " food."

" Unleſs it be the iſland of Arran," ſays our romancer, " which " is very mountainous, *all the other iſlands are in general low* " *grounds*, for the moſt part pretty level and capable of cultiva- " tion." No other anſwer need be given to an aſſertion ſo notoriouſly falſe, than the doctor's own words in another part of the report.—" The weſtern parts of the Highlands of Scotland are " for the moſt part extremely ſteep, rugged, and mountainous, " *and the ſame may be ſaid of many of the iſlands*, forming healthy " paſture for ſheep."—" The iſlands," continues he, " which " are at preſent poſſeſſed of a breed of ſheep carrying *finer wool* " *than any in Europe*, and which could be eaſily there preſerved " without debaſement, or even improved ſo as to yield *great quan-* " *tities of wool, of a quality ſuperior to any that is yet known*, " would in many caſes yield a return, if ſtocked with ſuch ſheep, " perhaps tenfold greater than if paſtured with cattle."—Happy diſcovery for Scotland, and which eluded all the minute inveſtigation of a Pennant and Johnſon! What will become of Spain and poor old England, when the Hebrides ſhall pour forth their un-

equalled

equalled fleeces in great quantities among the manufacturing ſtates of Europe and America?

But let not England be caſt down by ſounds.—"The goats of "the Hebrides," ſays Dr. Johnſon, "are like others: nor did I "hear any thing of their ſheep *to be particularly remarked.*" Mr. Pennant is totally ſilent reſpecting the quantity and quality of wool in the Hebrides, though he was particularly inquiſitive on that ſubject. He only obſerves that the ſheep ſell at 4s. each, wool included. Great pains have of late years been taken by the proprietors of theſe watery deſarts, and, though they have improved the breed, and alſo the wool, they acknowledge the unfitneſs of the climate for ever bringing the wool to an equality with the ſecond kinds in England. Many Engliſh ſheep have been carried to the Weſt Highlands at a great expence, and put upon the beſt paſtures in the country, but the breed degenerates as well as the wool.

Reſpecting the general appearance of the Hebrides, which Dr. Anderſon ſays, "are in general low grounds, for the moſt part "pretty level, and capable of cultivation," hear Dr. Johnſon's obſervations on that head, who travelled amongſt them on horſeback, and ſaw more of the interior part than Dr. Anderſon. "In "the iſlands there are no roads, nor any marks by which a ſtran-"ger may find his way. The horſeman has always at his ſide a "native of the place, who, by purſuing game, or tending cattle, "or being often employed in meſſages, or conduct, has learned "where the ridge of the hill has breadth ſufficient to allow a horſe "and his rider a paſſage, and where the moſs or bog is hard "enough to bear them. The bogs are avoided as toilſome at "leaſt, if not unſafe, and therefore the journey is made generally "from precipice to precipice; from which if the eye ventures to "look down, it ſees below a gloomy cavity, whence the ruſh of "water is ſomewhat heard. The Highlander walks carefully "before, and the horſe, accuſtomed to the ground, follows him "with little deviation. Sometimes the hill is too ſteep for the "horſeman to keep his ſeat, and ſometimes the moſs is too tre-"mulous to bear the double weight of horſe and man. The "rider then diſmounts, and all ſhift as they can."

Mr. Pennant having mounted one of the higheſt elevations in the Hebrides, thus deſcribes the great iſland on which he ſtood, as well as others within his view. "The proſpect to the weſt was "that of deſolation itſelf; a ſavage ſeries of rude mountains, "diſcoloured, black and red, as if by the rage of fire.

"The view to the north-eaſt and ſouth-weſt is not leſs amuſing: "a ſea ſprinkled over with various iſles, and the long extent of "coaſt ſoaring into all the forms of Alpine wildneſs."

Dr. Anderſon is more happy in his ſtatement of the mineral produce of the Hebrides, theſe being fully deſcribed by Martin and Campbell; but why tell the public that "the lead mines of "Ilay have never been thoroughly worked, but which will be "opened next ſummer?" Mr. Pennant ſpeaks of them thus: "Viſit

" the mines carried on under the direction of Mr. Freebairn, ſince " the year 1763, (viz. 11 years) the ore is of lead, much " mixed with copper, which occaſions expence and trouble in the " ſeparation: the veins riſe to the ſurface, have been worked at " intervals for ages, and probably in the time of the Norwegians, " a nation of miners." So very oppoſite, in every particular, are theſe writers; the one fabulous, the other authentic and inſtructive. Theſe mines have been thoroughly wrought, and the laſt company, of whom Mr. Freebairn was the acting partner, were thereby thoroughly ruined.

Our reporter, ſpeaking of the behaviour of the Highland lairds towards the people of the Highlands, whom he ſtates at near 500,000, ſays that " Contumely is added to oppreſſion, and the " poor people are cruelly inſulted and abuſed, inſtead of being " tenderly ſympathized with, and kindly ſupported and che- " riſhed." The doctor, in the ſubſequent examination before the committee on the fiſheries, being aſked by one of the northern members, " Whether he imagined that the proprietors in the " iſlands, and weſtern coaſts of Scotland, behold, with indifference, " the poverty of the lower orders of people on their eſtates? or, " whether they do not rather make exertions to free them from " that diſtreſsful poverty which he deſcribed in his report?" he anſwered, " That he imagined that the proprietors of the weſtern " coaſts of Scotland in general, ſhew a ſpirit of lenity to their " tenants, and the lower order of people under them, equal, at " leaſt, to that diſcovered by the gentlemen of any other part of " Britain that he is acquainted with." This recantation appears to have been only *pro tempore*; a moſt virulent invective againſt the gentlemen of the Highlands, was afterwards delivered in by the doctor to be printed with the report, which was, however, prudently ſuppreſſed.

Having given a ſpecimen of the doctor's deſcriptive powers, we ſhall now conſider him as an improver, a politician, and financier. We had, in a former publication, urged the expediency of public aid, and that with a liberal hand, for the improvement of the Highlands, by means of fiſheries. inland communications, and ſmall towns, ſituated at convenient diſtances, upon a line of coaſt extending 150 miles in length.

Theſe propoſitions met with that kind of approbation which frequently ſtimulates envy, bordering on reſentment, in perſons of illiberal diſpoſitions. They were well received in both kingdoms, and the plan of towns hath been partly adopted by the Iriſh legiſlature, on the weſtern and more barren coaſts of that kingdom: a country reſembling the Highlands of Scotland in its rugged appearance, and where the fiſheries are in greateſt plenty*. After converſing with all degrees of people in the Highlands, as well as

* For this purpoſe 20,000l. was voted laſt ſeſſions, and the buſineſs is actually begun upon the coaſt of Donegal.

the

the Low Countries, on theſe ſubjects, I was ſtrongly encouraged to reprint and defend the propoſitions, as the only practicable meaſures that can be adopted with mutual benefit to the public and individuals. In the mean time, Dr. Anderſon, who never ſaw the Weſt Highlands before Auguſt 1784, adopts the popular ſubjects above-mentioned, and borrows the thoughts, but from the ambition of being conſidered original, he artfully conceals his obligations by ſtriking out new modes, which, though utterly impracticable, in many inſtances unneceſſary, and totally inefficacious, he tranſmitted and recommended to the lords of the treaſury, as the beſt ſyſtem of polity that can be offered reſpecting the country. But it is conjectured that the doctor was only a tool in this buſineſs, and it would ſeem, by his deſcriptions, his viſionary, impracticable ſchemes, and thorough ignorance of thoſe ſubjects, that he is unqualified for any department of a ſerious nature.

The doctor ſpeaking of the canal between Inverneſs and Fort William*, ſays, in a note, "he ſhould be extremely cautious "about adviſing any undertaking of great public expence, where "it did not appear to be abſolutely neceſſary at the very moment. "And though he thinks the canal now in queſtion, would be a "work of the greateſt national utility that could be propoſed, yet "as the want of it would be more felt ſome time hence, *ſhould "theſe regions be more improved*, than at preſent, he is of opinion "that *then* would be the proper time to carry it into effect." Government are much obliged to the doctor for his friendly advice upon every occaſion reſpecting the public money, and for ſuggeſting the impropriety of granting that northern country any aſſiſtance till the barren rocks thereof ſhall be improved, and "full "of people, manufactures and commerce."

The great objects propoſed by this canal, ſeem totally to have eſcaped the doctor's notice; they do not relate to the improvement of the incorrigible wilds, lying immediately in the tract of the canal, but to the general benefit of the whole North of Scotland, by opening a communication between the two ſeas, whereby the half-ſtarved inhabitants of Lochaber and the weſtern ſhores, would be readily ſupplied with grain, and at a ſmall expence of carriage, from the fertile coaſt of the Murray firth, on the eaſt ſide; while the people of that coaſt, and Aberdeenſhire, who are expert fiſhermen, would be conveyed with ſafety and expedition to the great herring and white fiſheries of the weſt. Theſe are the objects of mutual benefit, on which men of ſenſe and knowledge ground their arguments in favour of this northern navigation; beſides the utility to the general commerce of theſe kingdoms, by thus avoiding the tedious and hazardous navigation on either ſide of the Orkneys. *See page* 422.

"From this grand canal," ſays the Doctor, "would branch off "ſeveral others of leſſer note, which would carry the navigation "to many places in the moſt internal parts of the country. The

* A map of Scotland will aſſiſt the reader on theſe ſubjects.

" moſt conſiderable of theſe branches is that which goes from Fort " William, through Loch Shiel, and enters the weſtern ſea at " Loch Moidart. This communication is ſo nearly open at pre- " ſent, and would be immediately attended with ſuch benefit to " the country, and could be executed at an expence ſo very ſmall, " that it ſeems to be one of thoſe leſſer undertakings which is per- " fectly adapted to the preſent ſtate of the country, and therefore " might be accompliſhed with *profit to the undertakers.*"—" This " canal" ſays the doctor in his notes, " would be of very great " benefit to that country in a double reſpect. In the firſt place, " were it finiſhed, it would open a direct communication between all " the countries round Loch Yell (the doctor means Loch Eil) and " Lochaber, and the ſea at Loch Moidart, near which are found " abundant beds of ſhelly ſand, which could thus be carried in boats " to many *extenſive fields in Lochaber*, which by that means could be " highly improved, and rendered of *great value* to the proprietors, " at a ſmall expence, but which never can be improved at a mode- " rate expence, in any other way, that has yet been diſcovered. On " the other hand, the woods that come down from Loch Lochi, " which are ſo much wanted in the Weſtern Iſlands, but which " cannot be carried thither at preſent, ſave by *a long* navigation " round Ardnamurchan, through the ſound of Mull, could be " carried down by the return of theſe boats, at a ſmall expence, " to the very near neighbourhood of Skye, and other iſlands in " that part of the country. This would tend much to facilitate " the improvement of theſe parts."

It muſt be acknowledged that the doctor hath great merit in dreſſing out fictions with ſuch ſeeming plauſibility, that perſons unacquainted with his manner, and the ſubjects on which he exer- ciſes his talents, muſt be diffident to an extreme degree, who do not give implicit belief to his reaſoning.

But theſe tales, however they may miſlead the Engliſh readers, ſerve only to excite laughter in a country where, as may be ſup- poſed, the inhabitants are better informed. Inſtead of extenſive fields in Lochaber, that country is univerſally allowed to be one of the moſt barren unimproveable diſtricts in the Highlands. " Fort William, ſays Mr. Pennant, " is ſurrounded by vaſt moun- " tains, which occaſion almoſt perpetual rain.—The great pro- " duce of Lochaber is cattle: that diſtrict ſends out annually 3000 " head; but if a portion of Inverneſs is included, of which this " properly is part, the number is 10,000. There are alſo a few " horſes bred here, and a few ſheep; but of late ſeveral have " been imported. *Scarce any arable land*, for the exceſſive wet " which reigns here, almoſt totally prevents the growth of corn, " and *what little there is fit for tillage*, lets at 10s. an acre. The " inhabitants of this diſtrict are therefore obliged, for their ſup- " port, to import 6000 boles of oatmeal annually, which coſt " about 4000l.; the rents are about 3000l. per annum; the re- " turn for their cattle is about 7000l. the horſes may produce " ſome trifle; ſo that the tenants muſt content themſelves with a

" very

" very ſcanty ſubſiſtence, without the proſpect of ſaving the leaſt " againſt unforeſeen accidents."

Dr. Johnſon, in his remarks upon theſe wilds, ſays, " what is " not heath is nakedneſs, a little diverſified by now and then a " ſtream ruſhing down the ſteep. An eye accuſtomed to flowery " paſtures and waving harveſts, is aſtoniſhed and repelled by this " wide extent of hopeleſs ſterility. The appearance is that of " matter incapable of form or uſefulneſs, diſmiſſed by Nature " from her care, and diſinherited of her favours, left in its origi- " nal elemental ſtate, or quickened only with one ſullen power of " uſeleſs vegetation."

On doctor Anderſon's ſecond poſition reſpecting the carriage of wood from Loch Lochi to Skye, it may be remarked that this iſland abounds in turf, that the oppoſite coaſt of the main land abounds in natural woods, as the banks of Loch Urn, Knoydart, the peninſula of Ardnamurchan, &c. conſequently the idea of carrying firewood from a diſtant inland country, by means of a canal burdened with tonnage dues, is ridiculous. Beſides, the woods of Loch Lochi being preſerved for the bark, till they arrive at the age of 20 or 25 years, the ſupply from thence would be only 4 or 5 times in a century.

Thus the many extenſive fields of Lochaber ſeem to exiſt only in the doctor's brain, and the ſupplies of wood from Loch Lochi vaniſh like a dream. Here therefore an expenſive work is propoſed without an object, but which, if we may rely on the doctor's aſſertion, may be accompliſhed *with profit to the undertakers*. Of what uſe is the opening a canal from one ridge of rock and ſtrata to another? To whom would the benefit accrue? From what ſource would the undertakers be repaid with profits?

The doctor alſo informs us, that this communication could be opened from Fort William, through Loch Shiel and Loch Moidart, to the Weſt Sea, at a ſmall expence. The truth is, that nature hath placed an inſuperable barrier againſt a communication by this channel, at any expence. The water called Loch Shiel, which falls into the ocean through Loch Moidart, and which the doctor ſuppoſes to be a navigable lake, is in one place a river only, and cannot be made navigable, on account of rocks and declivities, one of which is called the Salmon Leap.

In order to aſſiſt the doctor in theſe points, we ſhall reverſe, or as the printers term it, tranſpoſe his propoſitions. Firſt, complete the main line of the grand canal from Lochaber or Fort William to the Eaſt Sea at Inverneſs; and ſecondly, open ſuch collateral branches as ſhall appear practicable and neceſſary, but neither the one nor the other can ever be effected by private undertakers.

The only public benefit that can ariſe from a cut through the peninſula of Ardnamurchan, relates to the fiſheries, of which the doctor ſays not a word. When the communication ſhall be opened from Inverneſs to Fort William, a canal at this place would facilitate

the paſſage of the fiſhing veſſels to and from Loch Broom or King George's channel, being ſome miles ſhorter than the natural paſſage by the Linnhe Loch. The late Sir Alexander Murray, proprietor of the peninſula of Ardnamurchan, perceiving the impoſſibility of forming an opening through Loch Shiel and Loch Moidart, as propoſed by Dr. Anderſon, was at the expence of an engraved drawing or plan of another line of communication. This drawing, together with his papers on that and other ſubjects, for the improvement of the country, is in the hands of Sir James Riddel, his ſucceſſor, by whom I was favoured with the peruſal of them. The plan is practicable, but it cannot be of public utility until the main cut ſhall be finiſhed.

We now come to the ſouthern navigation, whereon the doctor uſes many words to little purpoſe. "The Loch Crinan navigation he conceives to be one of thoſe *leſſer undertakings* that are "perfectly adapted to the preſent ſtate of the country, which "might be *now undertaken with a certainty of indemnification to* "*the undertakers.*"

Not ſatisfied with one canal between Lochfine and the Weſt Sea, as propoſed in the former editions of this work, and now further elucidated, (*ſee page* 410) the doctor propoſes *another* at the Tarbat, diſtant only 12 or 14 miles from the former.—"Both theſe canals, he has no doubt, were proper acts of parliament obtained for that purpoſe, to give a reaſonable ſecurity to "thoſe concerned, might be executed by private hands, with "very little, if any, public aid."

Speaking in another place of the Crinan canal, we have the following remarks; which, if they do not edify the people of that country, will, at leaſt, afford ample matter of comment. "It muſt be adverted to," ſays he, "that this canal will ſerve to "join two ſeas of conſiderable extent; (he means Lochfine from "1 to 6 miles, and the Atlantic 3000 miles wide) and there are "no maſſes of *bulky or weighty commodities* immediately in that "neighbourhood, that would require to be carried through it to "market; of courſe, all the commodities that would paſs through "it, would be brought from a diſtance in ſhips. In the next "place, as the goods to be carried through that canal, would be "*always* intended for a *more diſtant market together*, &c."

The traffic and navigation of this canal being fully ſtated in the chapter on that head, beginning with page 410 before mentioned, we ſhall in this place only obſerve, that the immediate traffic of the canal and its neighbourhood, will chiefly conſiſt in empty caſks outward and homeward; pickled and dried fiſh, ſkins, oil, timber, coals, manure, limeſtone, ſlate, &c. ſo that, to underſtand the doctor, we muſt again reverſe his language, as thus; there are no goods immediately in that neighbourhood that would require to be carried through the canal, but ſuch as are bulky or weighty.

"With regard," ſays he, "to the ſecond queſtion, whether "ſhould

"ſhould this canal be executed at the public expence, or by "private individuals? I would, in the firſt place, obſerve, that "I ſhould conſider it as an unreaſonable demand, to aſk the pub- "lic funds for forwarding any work tending to promote the trade "and proſperity of a particular diſtrict, without ſtipulating a "return for that aid, unleſs where the trade of that particular "diſtrict could not afford to pay for it, without being loaded "beyond what it could poſſibly bear. But the preſent caſe does "not come within that deſcription, as there cannot be a doubt "but that a very *moderate* tonnage on veſſels paſſing this way, "would do *much more* than afford a reaſonable intereſt for the "money that would be required for executing this canal——From "theſe conſiderations I ſhould wiſh to ſee this work undertaken "by individuals; not from any public-ſpirited view, or under the "ſemblance of charitable contributions, *but* merely as a *gainful* "*project*, as a profitable way of employing their money."

The reader, if a native of the Weſt of Scotland, and acquainted with the nature of the propoſed navigation, will conclude upon reading this nonſenſe, that our reporter is completely qualified for the ſtrait waiſtcoat. In anſwer to theſe ſtrange reveries, we ſhall give the eſtimates of the expence of both canals propoſed by the doctor, as ſtated by Mr. Watt, the engineer, by whom the grounds were ſurveyed, viz.

| | |
|---|---|
| To making a thorough cut at Tarbat of 12 feet water | 73,849 |
| To ditto at Crinan of 10 feet water 48,405l; but as 12 feet will be abſolutely neceſſary, I have ſtated the expence in page 419, at 60,000l. though it is probable that 10,000l. more will be called for, in winding up the account. | 60,000 |
| | £133,849 |

Suppoſing that theſe canals had a probability in their favour of producing $7\frac{1}{2}$ per cent. on the capital, the annual tonnage to be raiſed will be thus:

| | |
|---|---|
| Intereſt at $7\frac{1}{2}$ per cent. on 133,849l. ſunk — | 10,038 |
| Annual expences of both canals in repairs, cleanſing, collecting the tonnage, &c. —— — | 1,000 |
| | £11038 |

A pretty large ſum to be raiſed annually from a navigation purely local, on which the whole traffic will be chiefly confined to fiſh, timber, &c. between the Clyde and the Weſt Highlands; the utmoſt tonnage will not exceed 500l. annually without injuring the fiſheries, or forcing the veſſels to go round by the mull of Cantire; which ſum will be little more than ſufficient to keep one canal in good order. However flattering the doctor's language may appear upon a ſuperficial view, to government, or to gentlemen who wiſh to embark in theſe navigations, either from public ſpirit, or the view of *a gainful project*, the whole repreſentation,

as ſtated by the doctor, is a groſs affront on the underſtandings of mankind, to whoſe animadverſions we ſhall ſubmit the ſubject.

"Many other canals," ſays the doctor, "equally eaſy to be "executed, and extremely beneficial if made, might here be "pointed out—but theſe would come to be diſcovered, and carried "into effect, as the riſing commerce of the country called for "them. To launch out into a multiplicity of undertakings of "that ſort at preſent, would only exhauſt that ſtock which might "more profitably be otherwiſe employed. When wealth is gra-"dually acquiring, theſe communications will come to be ſuc-"ceſſively opened, as the want of them comes to be felt. More, "therefore, needs not now be ſaid on that head." Very true, doctor, and if you had ſaid nothing on *that head*, you would not have expoſed your ignorance in the geography of your country. Except the works juſt mentioned, and the removal of ſome fords in the Tweed between Berwic and Kelſo, and alſo in the Forth, above Sterling, or carrying canals near the banks of theſe rivers, works of trifling expence, nature admits of no artificial openings whatever in that kingdom. The doctor may impoſe upon the treaſury, to whom this falſe report is addreſſed, but he cannot impoſe on thoſe who know more of the country than himſelf.

The doctor's plan of towns in the Highlands comes next under conſideration, a ſubject on which he ſeems to have given full ſcope to the flights of his imagination. I had propoſed the coaſt of the main land between Loch Crinan and Cape Wrath, as the moſt eligible ſtation whereon to lay the foundation of 8 towns or ports, and that the ſame ſhould be at the public expence; for this very obvious reaſon, that, unleſs the buſineſs ſhall be taken up by government, the Highlands muſt remain in their preſent helpleſs ſtate. But the doctor, who pretends to befriend that country, inſtead of countenancing a propoſal to which the public expreſſed, as with one voice, a hearty concurrence, labours, we hope ineffectually, to diſſuade government from a meaſure indiſpenſibly neceſſary for the general benefit of the iſland; and which would ſoon repay the ſtate, with intereſt, as ſtated in the chapter on that head, page 433, and other parts of the volume, to which the reader is referred. "To attempt," ſays he, "to give houſes, as "*ſome will propoſe*, he conceives would give riſe to jobbs and frauds of various ſorts, which would exhauſt much treaſure, and benefit the poor people very little. By the ſentence, *as ſome would propoſe*, the doctor affects to be ignorant of the plan communicated in the firſt edition of this volume, while, at the ſame time, his inſidious condemnation of the meaſure, plainly indicates his having ſeen the book, or the newſpaper extracts on that head. Inſtead, therefore, of affecting to alledge, as ſome *will propoſe*, it would have been more candid to have ſaid at once, as ſome *have propoſed*.

He hath made ample amends, however, for this little fineſſe, at

at the concluſion of the report, where he fairly acknowledges his having peruſed the pamphlet. While paſſing a great many encomiums on himſelf, and the ſuperiority of his propoſal to all others, he obſerves to their lordſhips, in the ardour of his zeal for the preſervation of the national treaſure; "nor are they calculated, "like brilliant propoſals, that announce expenſive and glaring "undertakings, to pleaſe the taſte of the populace, who judge "of the importance of any object merely by its ſhow, and the "parade with which it is introduced to their notice." The doctor having thus taken off the maſk, we ſhall take a ſhort review of thoſe meaſures which *he* hath recommended as the beſt of all poſſible ſyſtems; and may not only be executed at little or no expence to government, but alſo prove "the only true and unequivocable "mode of augmenting the national revenue with which the "reporter is acquainted."—"The proſperity of the country, "were the meaſures propoſed adopted, the reporter conceives "would be certain and unavoidable."

The doctor's plan is in ſubſtance this:

A number of towns, conſiſting of 1000 houſes each, are to riſe, as it were, by magic, and to increaſe rapidly, till they become general emporiums of trade, and the reſort of ſhipping from all parts of theſe kingdoms. "The expenditure on the "part of government, is 1,759l. for each 1000 houſes or families, "for which the public are to receive in return a clear revenue of "10,000l. a year." This ſurely," ſays the doctor, "will be "allowed to be a moſt advantageous bargain. It is impoſſible "here to avoid drawing a ſhort compariſon between the effects of "money laid out thus, and for other purpoſes on which the "national treaſure is uſually expended. We have all known 20 "guineas given to raiſe a ſingle recruit to the army, who, inſtead "of yielding any revenue, only helps to exhauſt it—whereas, an "equal ſum, *thus* applied, would purchaſe a perpetual annuity "(I ſhould ſay a perpetual increaſing annuity) of 120l. ſterling. "It is thus, and thus only, I mean by putting the people into "ſuch a ſituation as gives room for effective induſtry, *that ever "the national revenue can be eſſentially advanced.* All other "ſyſtems of finance are but the *pitiful workings of little minds*, "which occaſion much trouble, and end in vexation and diſ-"appointment."

Ye ſtateſmen, ſenators, and other little minds, be of good cheer, and let theſe kingdoms rejoice at the happy diſcovery. To the Highlands of Scotland we are to look not only for brave ſoldiers and intrepid hardy ſeamen, which is univerſally admitted, but for new, productive, and boundleſs ſources of revenue accumulating *ad infinitum*.

"By the mode propoſed above," ſays he, "many large villages "(of 1000 houſes each) might be *quickly founded*, which would "gradually attain the ſize of towns. But ſomething more is wanted

" wanted to give a vivacious ſtimulus at the beginning, to put the " whole machine in motion. A vigorous puſh ſhould be made to " eſtabliſh at the beginning, at leaſt, one large town, which " ſhould ſerve as a centre of trade, as a general market for all " the adjacent places; and which ſhould be endued with higher " privileges than thoſe already mentioned, and be exalted to a " degree of pre-eminence becoming the dignified part ſhe ſhould " have to act among the ſurrounding leſſer communities."

The doctor hath given a very minute plan of a municipal town or city; it is to be divided into ſtreets, wards, and diſtricts, properly adapted for giving effect to the ſeveral neceſſary regulations of police, with other edifying particulars which need not in this place be repeated. The doctor, in a long diſſertation in favour of large cities, wherein he ſtates the ſuperior preference in the preſent caſe, to ſmall towns or villages, argues thus in his notes.— " In ſuch a ſituation too alone, the ſallies of wit, and productions " of genius find encouragement; for it is there alone that mental " efforts can be brought to market. There alſo it is that printers " and news-writers, pamphleteers, reviewers, magazine makers,* " with all their numerous dependents, find employment; none " of which could ever have been called into exiſtence, but by the " influence of large towns."

" I judged it neceſſary," ſays he, " to explain on this occaſion, " ſome of thoſe circumſtances which give to large towns ſuch a " decided ſuperiority over ſmall places in regard to commerce, " arts, manufactures, and agriculture, to ſerve as an apology for " that predilection I have expreſſed for them in the *Report*. " Many ſpeculative men, who have not attentively conſidered this " ſubject, think they perceive numberleſs objections to large cities, " and expreſs a predilection in favour of villages and hamlets."

The doctor hath at leaſt ſpoke truth for once. Theſe viſionary projects are the ſubjects of ridicule and contempt wherever they are mentioned. We were informed in the Highlands, that the doctor talked largely of his propoſed cities, comparing them in magnitude to Edinburgh and Glaſgow.

In a ſubſequent note, he propoſes 5 cities to be immediately raiſed, and hath alſo ſpecified the moſt eligible ſituations agreeable to his ideas, viz. Dunvegan, in the Iſle of Skye; Stronaway, in Lewis; Loch Boiſdale, in South Uiſt; Tobermory, in Mull; and Bowmore in Iſlay. I had propoſed the coaſt of the main land, for the ſeat of 8 market towns and ports; becauſe, lying in the centre between an extenſive back country upon the eaſt, and the Hebrides directly in front on the weſt, the benefits of this line of ports, would pervade the whole internal diſtricts of the conti-

* Some years ago the doctor attempted to eſtabliſh a weekly magazine in London; but, ſuch was the want of taſte and diſcernment in the metropolis, that the ſale did not defray the expence, and the deſign was relinquiſhed. The plan may, however, be reſumed with better ſucceſs amongſt the Hebridean cities.

nent,

nent, to the diſtance of 50 or 60 miles; and in the north Highlands from ſea to ſea, as ſoon as carriage roads ſhall be formed. While, at the ſame time, ſimilar effects would be felt among the Hebride iſlands lying in front. If theſe towns would diffuſe ſuch bleſſings amongſt the internal diſtricts, and the iſlands, we may eaſily conceive the ſtill greater benefits to the centrical line and coaſt on which they ſhall be immediately placed. But Dr. Anderſon, with his uſual propenſity to counteract every propoſal, however well adapted to nature and circumſtances, places his Utopian cities, not upon the coaſt of the main land, but on the iſlands; conſequently, the greater territory would depend on the leſſer, and the back country be totally deprived of any benefit whatever from ſuch erections; particularly the city of Boiſdale upon South-Uiſt, a ſmall iſland lying in the main Atlantic, 50 miles diſtant from the continent. But though this city could be of little ſervice to the kingdom of Scotland, the inhabitants might carry on a great trade with the Eſquimaux Indians on the coaſt of Labradore, and other Americans inhabiting the parallel latitude of that region. Theſe Eſquimaux would, no doubt, embark every ſummer on board their canoes, with cargoes of ſkins for the city of Boiſdale, taking back whiſky, the only produce of the iſland, in exchange; a circumſtance wholly omitted by the doctor in his diſſertation upon cities in the Highlands.

Unfortunately for theſe ſchemes, a moſt unpropitious circumſtance remains to be mentioned, viz. That though the greateſt exertions were made by the late earl of Seaforth, to raiſe a reſpectable town at the fine harbour of Stronaway, univerſally acknowledged to be well ſituated for fiſheries, and on which account ſeveral Dutch families reſided there in the laſt century; yet, with all theſe advantages, the preſent proprietor, who inherits the public ſpirit of his predeceſſor, is obliged to adverti ſe in the Engliſh and Scottiſh news-papers, for a tanner to ſettle there, which is no great proof of the progreſs of Stronaway, ſince the year 1602, when it was made a royal borough. And it may be further obſerved, that to induce perſons to build and ſettle in this place, the quit rent for 36 feet in front and 120 feet deep, is only 3s. 4d. annually. I have alſo to obſerve, that Inverary, the capital of an extenſive county, ſituated on an arm of the ſea, frequently the ſeat of herring fiſheries, and the reſidence of one of the moſt perſevering liberal patriots in theſe kingdoms, hath not had an increaſe of ten houſes, within the ſame number of years. Another proprietor attempted to raiſe a ſmall village on the north-weſt coaſt, and gave it every ſupport conſiſtent with his abilities, but without effect. It is therefore the height of wantonneſs, folly, and preſumption, to put ſuch fallacious ſchemes into the hands of adminiſtration.

The ſyſtem which the doctor labours to ſubvert, is briefly this; Since neither the proprietors of lands, the traders or fiſhers can accompliſh the erecting a ſingle town, however neceſſary, on that extenſive

extenſive coaſt, and as no valuable purpoſe can be effected without towns or marts, a plan was ſketched out upon principles adapted to the circumſtances of the country, and the ſituation of its inhabitants, ſuggeſting the expediency of public aid in the firſt inſtance, as the only radical meaſure by which theſe important fiſheries might be placed upon a permanent footing, and the whole region of the Highlands put into a train of improvement for their own as well as the public benefit. With this view it was propoſed to erect 8 port towns in the moſt eligible ſituations of that coaſt, at the undermentioned places, all of them the occaſional reſort of the herrings, viz.

1. Upon the banks of the propoſed opening into that coaſt, at Loch Crinan.

2. At Oban, a fine bay facing the ſouth end of the iſland of Mull, lying alſo at the ſouth entrance of the Linnhe Loch, a branch of the ſea which penetrates inland as far as Fort William in Lochaber.

4. At Loch Sunart, a lake 12 miles in length, whoſe banks abound in extenſive roads, and valuable lead mines; but ſtill more important from its ſituation oppoſite Tobirmoire bay, near the north end of Mull.

4. At Bernera, within a mile of the great iſle of Skie; altered in the preſent edition upon the repreſentation of lord Macdonald and other competent judges, to Loch Urn, five miles to the ſouthward; a well-ſheltered arm of the ſea, frequently crowded with herrings, and its banks adorned with extenſive woods.

5. At Gareloch, a capacious and ſecure bay, facing the ſouth end of the great fiſhing bank, which ſtretches as far as Cape Wrath; and frequently the reſort of herrings.

6. At Loch Ewe, a large well ſheltered bay of eaſy acceſs, which penetrates 6 miles into the country, where it receives, through a narrow channel, the waters of Loch Marec, a freſh-water lake, 12 miles in length.

7. At Loch Broom, a large and ſafe arm of the ſea, 12 miles in length, the greateſt reſort of herrings on that coaſt, and the general ſtation of the buſſes from the ſouth.

8. Towards Cape Wrath, principally for the benefit of a harbour for the ſafety of the Britiſh and Iriſh ſhipping, in their paſſage to and from the Baltic. In the new edition, Loch Laxford is ſpecified as the beſt ſtation on that very remote coaſt, being a capacious fine bay, well ſheltered, and the ground good.

The plan of theſe towns was,

1. A key or breaſt,

2. A range of warehouſes for the various purpoſes of the fiſhing buſineſs, and ſerving alſo as ſtores or granaries.

3. Sheds for gutting, ſalting, curing, &c.

4. A ſmall market place.

5. A corn mill.

6. A ſmall church, and houſe for the miniſter.

7. A houſe for a free ſchool.
8. A public inn.
9. Fifteen or twenty houſes to be given gratis on certain conditions to coopers, carpenters, net makers, and perſons of other profeſſions connected with the fiſheries. To which in the new edition, I have added,

A houſe and ſhop for an apothecary and ſurgeon.
A houſe for a ſuperintendant of the fiſheries.
A piece of ground for a common.

Theſe are what may be called public works, all of which will be found indiſpenſibly neceſſary at the firſt outſet. There are other objects to which a committee appointed to ſuperintend the buſineſs muſt pay particular regard. Firſt, the means of inducing ſtrangers to build; and, ſecondly, the means whereby theſe ſtrangers and their families may be ſupported through a winter of ſix months continuance, and often longer.

Though it may be neceſſary for the encouragement of the firſt ſettlers in theſe inhoſpitable and barren ſhores, not only to accommodate them with offices, garden-ground and three ſmall fields rent free, but alſo with houſes ready built and completely finiſhed; thoſe who ſhall arrive at late periods, having the benefit of ſociety, and of granaries, ſtores, &c. cannot expect to be indulged to the ſame extent as the firſt ſettlers; the bountiful aid of government will be gradually withdrawn, but not to ceaſe; in each reſpective village until 200 houſes ſhall be built, which may be conſidered as the ſecond ſtage of the buſineſs. The place will then aſſume the appearance of a town and port; men will begin to embark in the various fiſheries of the northern ſeas; while others will find employment in the numerous mechanical branches depending thereon; magiſtrates will be appointed, and a regular police eſtabliſhed.

For the ſpeedy and effectual accompliſhment of theſe deſirable events, a portion of ground equal to a quarter of an acre, might be given in perpetuity, to every perſon, their heirs and executors, who ſhall erect a houſe thereon, agreeable to a plan for the regulation of the buildings; provided alſo, that the expenditure on each houſe ſhall not be under 25l. excluſive of offices, wells, and other conveniencies.

The proſpect of comfortable lodging, plentiful ſupplies of fiſh, roots, vegetables, and principally the poſſeſſion of a decent warm dwelling, increaſing in its value proportioned to the increaſe of trade, and the number of inhabitants, would induce both ſtrangers and natives to co-operate with government in raiſing theſe towns, and to proſecute the fiſheries with unwearied perſeverance. A town compoſed of 200 fiſhers, traders and mechanics, beſides reſident and occaſional labourers, would, upon the plan of bounties, ſoon become poſſeſſed of decked veſſels, wherries and boats; a place of traffic for all the varieties of fiſh peculiar to thoſe ſeas; for oil, kelp, ſalt, coals, timber, bark, grain, meal, cattle, ſheep,

ſkins,

ſkins, poultry, and the leſſer articles of huſbandry, the produce of the main land and the contiguous iſlands; where, to ſum up the whole, the inhabitants of the town and country; the fiſherman, the coaſter, and the merchant, would mutually ſupply and be ſupplied, in the productions of ſea and land.

The expence to the public in raiſing and endowing each town, is calculated at 20,000l. or 160,000l. for the whole; and when we take into the account the ground to be purchaſed, and the buildings to be erected with ſtone, lime and ſlate; alſo a ſtipend to 8 reſident clergymen, ſalaries to 8 ſchoolmaſters, and the ſame number of ſuperintendants of the fiſheries, every diſintereſted ſenſible perſon, will coincide both in the propriety of the plan, and the moderation of the eſtimates.

Here is no waſte, no unneceſſary expence, or room for jobbing. Every expenditure hath a valuable object in view, and forming part of a machine which once ſet in motion, will act through future ages by its own powers, without further aid, repaying a hundred fold, the expenditures of its infant ſtate.

Now let us contraſt this ſimple, practicable, and popular ſketch, of colonizing the Highlands at the expence of 160,000l. with that propoſed by Dr. Anderſon at little or no expence to government.

He ſpeaks with great confidence of raiſing many towns or villages, conſiſting at the firſt ſet out, of 1000 houſes each; to connect which towns or villages, he propoſes five large cities to be built upon the Hebride iſles. The proportion of the villages to the five cities cannot, agreeable to the doctor's ideas, be ſtated under 40 or 50, the expence of which and the cities, ſuppoſing the houſes to be built of ſtone, lime and ſlate, with ſaſh windows and other conveniencies in the modern ſtyle, could not be leſs than 5 millions ſterling; now as the doctor almoſt entirely exempts government from any part of this immenſe ſum, and as the perſons who may happen to go thither, will be compoſed of pennyleſs, ſpeculative adventurers, with others poſſeſſed of ſome capital, which they will wiſh to employ not upon building, but in fiſheries and trade, it may be ſuppoſed, that the doctor among the vaſt ſchemes of his fertile brain, hath an eye to an embaſſy to the moon, there to negociate with the emperor of thoſe regions, for half a million of his highneſs's ſubjects, and a ſum equal to 5 millions Britiſh money, whereby to build and people the 5 cities and 40 villages at Boiſdale, and elſewhere in the Highlands of Scotland; and, as a ſecurity for the money ſo advanced, the doctor might mortgage the ſaid 5 cities and 40 villages, till the whole ſum ſhould be paid with intereſt. The doctor in order to facilitate the buſineſs of his commiſſion, might diſplay in lively colours and a ſtrict regard to truth, the excellency of the climate, the richneſs of the ſoil, and the extent of the fields, naturally endowed with an uncommon degree of fertility, in the many large and fair iſlands of the Hebrides. He might expatiate from one full moon to another, on the prodigious abundance of minerals and metals, the tranſcendant excellency of the

the marble, far ſuperior to any yet diſcovered, and which has been ſearched for in vain by the miners; but, above all, the immenſe quantity of eiderdown and wool in theſe iſlands, poſſeſſing a peculiar ſilky ſoftneſs, and elaſticity, that is not to be equalled by any other wool yet known. The lunar ſubjects informed and greatly edified by the report of facts thus faithfully ſtated, and of obſervations founded on theſe facts, would draw upon the treaſury at ſight, and ſend the doctor joyfully home.

The fiſheries come next under conſideration, a ſubject on which the doctor is remarkably copious. Being aſked by the committee, whether, till of late years, the beſt fiſhing on the north-weſt of Scotland was not always in November and December? and whether the herrings caught at that time of the year, do not find a preference at market before the ſummer fiſh, on account of their ſize? He ſaid in his anſwer, that "he did not know that the ſize of the "fiſh is in any reſpect connected with the ſeaſon of the year in "which they are caught." Very ſtrange indeed, after having ſpent 6 weeks at the public charge, in order to inveſtigate whatever relates to fiſh and fiſheries! Had the committee put the ſame queſtion to any cabbin boy from that coaſt, they would have received an immediate ſatisfactory anſwer. It argues an uncommon degree of preſumption in a perſon ſo unacquainted with the ſubject, to lay down ſchemes and ſyſtems, as the beſt and moſt efficacious meaſures that can be adopted by the ſtate.

Being aſked, whether it is not poſſible, in the months of November and December, to fiſh for herrings in the deep ſea; and whether a winter fiſhery muſt not always be a loch fiſhery? he ſaid, "If by deep ſea, it is underſtood thoſe ſeas that lie between "the Long iſland and the main land, uſually called the Minch, "he does not think it is poſſible to fiſh in winter with ſuch veſſels "as the Dutch fiſh with; but that he is not at all acquainted with "the other ſeas, not having been in them."

Here the doctor furniſhes another ſtriking proof of his unfitneſs for diſcuſſing the ſubject of the fiſheries. It is an eaſy matter for any perſon to draw up, at his deſk, a ſet of viſionary ſchemes, upon ſubjects of which he may be almoſt totally ignorant. Such people may carry on their deceptions for a time, till brought to the ordeal, when all their pretenſions vaniſh. The doctor did not know that the ſize of the fiſh is in any reſpect connected with the ſeaſon of the year in which they are caught—and in the ſubſequent anſwer—is forced to acknowledge, that his knowledge of the fiſhing grounds is confined to one channel only. Reſpecting the important queſtion aſked by the committee, it may be obſerved, that though the north-weſt channel be extremely boiſterous in November and December, the ſeaſon of the full-grown herrings on the Scottiſh as well as the Iriſh coaſt, yet there are intervals when the weather is neither boiſterous nor calm; being what may be called good freſh weather, with a ſmall ſwell of the ſea, and it is then that the herrings are taken in the greateſt quantities. As the ſea-

men,

men, from long experience, are generally good judges of an approaching ſtorm, this fiſhery might be ſafely and ſucceſsfully carried on during theſe temperate intervals, providing the fiſhers could be perſuaded to build and equip ſome large veſſels, after the Dutch models, with lee-boards and buoy ropes, for the Shetland fiſhery in ſummer, the Hebride open ſea fiſhery in the autumn, and when practicable, in winter. The north channel being ſurrounded with high lands, frequently indented with capacious bays or lochs, veſſels, if taken abruptly in a ſtorm, may ſoon find ſhelter under theſe lofty ſhores, or in the land-locked bays, to which they may be directed by lighthouſes.

The doctor being aſked, whether it is his opinion that the fiſhery in the Britiſh ſeas can ever be brought to ſuch perfection as that it could be carried on with profit to the undertakers, without any bounties or public aid whatever? he anſwered, "He certainly is of that opinion; he conceives that if any buſineſs is of ſuch a nature, as to require the continual aid of public ſupport, it ſhould be abandoned as hurtful to the community; but this is very far from being the caſe with the Britiſh fiſheries."— If all branches are to be abandoned that require the continual aid of the public, we muſt abandon the whale and pilchard fiſheries, which experience hath proved would be totally loſt to theſe kingdoms, were the bounties withdrawn. The ſame may be obſerved of the linen and other valuable branches of manufacture, which would be transferred to foreign countries, were government to withhold the bounty, trifling as it is, upon the exportation of theſe articles. In this reſpect the Britiſh government copy the example of all wiſe nations, antient and modern, with whom the encouragement of trade and manufactures, by means of public aid, and that with a liberal hand, hath been conſidered as the primary maxim of political government. It is by the judicious application of public money that mankind emerge from a ſtate of ſavage nature, to civilized potent empires, of which the modern ſtates, as France, Ruſſia, Auſtria, Sweden, Denmark, Holland, and Pruſſia, furniſh ſtriking examples. Thus, according to Dr. Anderſon's ideas, the hiſtory of mankind exhibits, in this reſpect, one continued chain of political errors. But of all the blunderers that the world hath ſeen, the inhabitants of the little ſiſter kingdom are the greateſt. By their liberality and perſeverance, during theſe laſt 50 years, poverty, ſloth and wretchedneſs, have greatly ſubſided; and ſhould the ſame parliamentary exertions be continued 50 years longer, that country will rank amongſt the ſecond ſtates in Europe, for civilization, trade and opulence.

They have lately extended their bounty on the herring fiſheries from 20 to 30 ſhillings per ton, on all veſſels from 20 to 100 tons, though many of ſuch veſſels have only to ſtep out of Loch Foyle into Loch Swilly, and there take or buy the herrings, and then run away with them, in bulk, to Derry, to be packed in barrels

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for the Weſt India market; while the buſſes are running back to Loch Swilly, to fetch new cargoes*.

The doctor being aſked, whether he thought that the fiſh caught in the Britiſh ſeas, by Britiſh ſubjects, could, in any circumſtances, be afforded ſo cheap, as, without public aid, to bear a fair competition in an open market, with fiſh of the ſame kind from Holland, Sweden, Norway, or any other country? he ſaid, "If the queſtion means to apply to fiſh in general, and is not "meant to be confined excluſively to any particular kind, he does, "without heſitation, give it as his opinion, that were the people "who inhabit the iſlands and coaſts of Britain, in ſuch ſituation "and circumſtances, as to be able to avail themſelves to the ut-"moſt, of the natural advantages they poſſeſs, *their fiſh could be* "*afforded cheaper than other fiſh of equal quality, from any other* "*part of the globe.*"—We were juſt now told by the doctor, that the great herring fiſhery in the north-weſt channel of Scotland is not practicable by decked veſſels, during the months of November and December; if ſo, which is partly the caſe at that ſeaſon, the Iriſh have a decided advantage over the Scots in the winter fiſhery, from the certain arrival of the herrings in ſafe land-locked bays, and within a narrow tract of coaſt, where they are taken by boats as well as decked veſſels without ceaſing, in ſuch quantities as would ſeem incredible to perſons unacquainted with the herring fiſheries; while the Scottiſh veſſels, during the greateſt part of this valuable ſeaſon, have to navigate a long voyage round the mull of Cantire on the ſouth, or the Pentland firth on the north; voyages of 150 or 200 miles upon an average, before they reach the north-weſt channel, where, inſtead of an immediate fiſhery, they frequently ſpend many weeks in fruitleſs reſearches for the ſhoals, and ſometimes return empty, after having expended 300l. in the outfit and wages during the unſucceſsful trip. Such are the unalterable natural advantages of the Iriſh winter fiſhery over that of Scotland; while the liberal bounties and fiſhery laws of the former kingdom, alſo operate greatly in their favour.

The comparative ſtate of the Scottiſh herring fiſheries, with thoſe of Sweden and Norway, is ſtill more againſt the former. The Swediſh fiſheries, like the Iriſh, are contracted within a narrow point, which, fortunately for Sweden, lies in the neighbourhood of Gottenburgh, one of the firſt commercial cities in that

* Londonderry is ſituated upon Loch Foyle, 5 miles from Loch Swilly, 17 from Mulroy, and 21 from Sheep Haven, all of which waters are occaſionally crowded with herrings. Londonderry is a place of conſiderable commerce, particularly with America and the Weſt Indies; which, with its excellent ſituation for the fiſheries, aided alſo by the liberal bounty of 30 ſhillings per ton, gives it great advantages over the Scots fiſhers, who, if the bounties be withdrawn, and the childiſh ſyſtem of premiums, as propoſed by Dr. Anderſon, adopted, will undoubtedly tranſport themſelves to a country ready to receive them, and all uſeful members of ſociety, with open arms.

kingdom, and from whence the herrings are immediately conveyed to the markets of the Baltic, and the East Sea. But the peculiar advantage of the Swediſh fiſheries over Scotland and all other nations, lies in the extraordinary facility by which they are taken, and in ſuch quantities, that beſides ſupplying Europe and the Weſt Indies with 200,000 barrels annually, millions of herrings are boiled merely for the oil, which, though ſmall in quantity, and of indifferent quality, brings in ſome years a return from foreign ſtates, nearly equal to the annual value of herrings exported from Scotland, upon an average. Dr. Anderſon muſt alſo have known that the Swediſh herrings are taken at little or no charge.

"The herrings are caught among the iſlands or rocks, none at "ſea, the nets not being calculated for that purpoſe; beſides it "is unneceſſary, while they are in ſuch plenty within the rocks." *Anſwer to Mr. Byers's Queries.* Another letter from Gottenburgh ſays, "they are in ſuch abundance on the coaſt of Sweden, "that they are catched at no expence, as they ſet into little inlets "amongſt the rocks, and, by encloſing them with a large net, "they take out as many as they pleaſe, with little bag nets: "they ſell the herrings at Gottenburgh, for 9 or 10 ſhillings per "barrel, caſk and ſalt included; ſo that they have cut the Dutch "entirely out of the trade, in ſupplying the different markets in "the Baltic, as they can be firſt from Gottenburgh to all the mar-"kets in the Baltic, at a very eaſy freight. I think it my duty, as "an individual, to furniſh any information in an inquiry of this na-"ture. *But I fear it would require a very high bounty to enable "us to diſpute the market with the Swedes.*" Beſides the ready method of catching what quantity of herrings they can uſe, either cured or for oil, the charge of caſk and cooperage in Sweden is only 1s. 10d. in Scotland it exceeds 5s. It was owing to theſe advantages, that the Swedes were enabled to land their herrings on the keys of Dublin and Cork at 14s. per barrel, whilſt the Iriſh-taken herrings could not be purchaſed under 20s. without loſs to the fiſhers. In 1776, the quantity of herrings imported from Sweden, amounted to 56,400 barrels.

In order to check the foreign, and to encourage their own fiſheries, the Iriſh parliament, in 1777, laid a duty of 4s. per barrel on all Swediſh herrings, and, in 1785, the duty was extended to 10s. If therefore, the Iriſh found it neceſſary to lay a duty of 10s. upon every barrel of Swediſh herrings, how could Dr. Anderſon pretend to aſſure the committee, "that without public aid "or bounties, the Scottiſh fiſh could be afforded cheaper than "other fiſh of equal quality from any other part of the globe?"

Reſpecting white fiſh, I can, from the beſt mercantile authority declare, that we are underſold at foreign markets, by the Norwegians, who lie immediately on the great fiſhing grounds of the northern ocean, and whoſe expenditure in building and equipping decked veſſels, with ſtores, wages, caſks, &c. ſcarcely amounts to half of the expence in any part of Great Britain. How can Dr. Anderſon reconcile his aſſertions to theſe facts? or by what ſpecies of magic can our people meet the Iriſh, Swedes, and Norwe-

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gians, particularly the two laſt, at foreign markets on equal terms, without the aid of the public? Will the building of cities in the Highlands, bring the fiſh to the gates of theſe cities to be taken at pleaſure; or will the building of large towns, on thoſe barren ſhores, reduce the price of proviſions and labour? Unleſs the doctor can, by ſupernatural means, effect theſe great ends, we muſt either grant liberal bounties on our fiſheries, or, as the doctor adviſes, "abandon them, as hurtful to the community."

The doctor is ſo very inconſiſtent on the ſubject of bounties and premiums, that we are at a loſs to comprehend his real meaning; in one place he gives it as his opinion, that until the cities, towns, or great villages ſhall be built *upon his plan*, "bounties and premiums for the fiſheries, muſt be accounted in a great meaſure "an uſeleſs expenditure of the national treaſure, which *he* ſhould "not be willing, unleſs in particular circumſtances, *to adviſe*. "And that when theſe towns are built, and mankind brought together, *there will be no occaſion for public ſupport, by any mode "whatever*."

In another place he does not think it adviſeable to withdraw the public aid at once. He thinks it ought to be continued for ſome time longer, until the people ſhall be collected in the cities and towns, as propoſed above. Being deſired by the committee to explain himſelf further on this head, and to ſtate the ſpecific meaſures that he thinks would the moſt effectually, and in the ſhorteſt time, put that fiſhery into ſuch a train, as that it could afterwards go on of itſelf, without any public aid whatever; ſuch deference paid to the doctor's judgment on this important ſubject, merited a moſt reſpectful, as well as a copious anſwer, of many pages; of which we ſhall only give the outlines of the plan. Beſides temporary bounties to wherry-rigged veſſels from 15 to 60 tons burden, following the fiſheries in any part of the Britiſh ſeas between the mull of Galloway on the weſt, and Inverneſs on the eaſt-coaſt, but no further ſouthward, he propoſes

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|---|---|
| A ſet of 10 different premiums to boats, amounting in all to | £. 100 |
| Ditto —— ditto —— —— | 600 |
| Ditto to veſſels of 15 tons and upwards. "In a few years," ſays he, "the bounty on the tonnage, which "requires a much greater fund, and is leſs calculated "to promote induſtry, may be with ſafety with- "drawn, and theſe premiums continued, under ſuch "farther reſtrictions as experience may point out as "neceſſary." | 1000 |
| A ſet of 10 premiums for the beſt cured white herrings | 300 |
| Ditto for the beſt cured red herrings —— —— | 300 |
| Ditto for the beſt cured dry white-fiſh —— —— | 300 |

Then follows ſome plans of premiums to individual families in the Highlands, by which "5000l. a year, thus applied, would "ſettle annually 2000 families, or 10,000 perſons—this continued "for 20 years, would amount to 200,000 perſons, not to take "into the account the increaſe by natural procreation." Probably another

another 200,000, provided the doctor ſhall ſend requiſite annual ſupplies of proviſions from the moon or elſewhere, for ſuch a body of people in a deſert country.

"Of theſe 200,000 perſons," continues the doctor "one "tenth are fiſhermen, as originally ſettled.—that is 20,000— "And if it is ſuppoſed, that each of theſe fiſhermen, on an ave- "rage, have, in theſe 20 years, bred up one ſon to the buſineſs, "the whole number reared up by the application of 5000l. per "annum, would in that period amount to 40,000.—Of courſe, "ſuppoſing 10,000l. thus applied annually, the number of men "thus trained to the ſea would be 80,000."

Then follows another eſtimate of premiums to boats and wherries, amounting in all to 3,500l. In the notes, a ſet of premiums are propoſed to the boats of each town in the Hebrides, another ſet to the five beſt fiſhed boats in the whole coaſts or iſlands of Scotland, and laſtly another ſet to buſſes. The inſpection and management of the whole would probably require 1000 additional officers, whoſe ſalary at 20l. each, would amount to a greater ſum than hath been paid to the buſſes, upon an average of years, ſince the commencement of the bounty, without anſwering any valuable purpoſe; beſides the train of frauds, jobs, and perjuries which this intricate, if not unintelligible ſyſtem would occaſion over the maritime parts of the kingdom. To theſe premiums, boats, and the neceſſary fiſhing apparatus are to be given to all the perſons who ſhall engage in that employ.

After ſome further reaſoning on the ſubject, the doctor ſeems ſo confident of the great merits of his plan, that he intreats the committee not to check the torrent of their rapturous approbation, till they have cloſely ſurveyed all its beauties with the eye of reaſon, when they may feaſt away at pleaſure.

"In ſtating," ſays he, "to the committee the effects that may "be expected to ariſe from the proper application of theſe ſmall "ſums, the witneſs is ſufficiently aware that theſe effects will ſeem "*ſo diſproportionately great, as almoſt to exceed belief.*—He muſt "beg, however, that gentlemen, *before they allow themſelves to be "ſwayed by ſuch general prepoſſeſſions, will attentively examine the "facts, as ſtated, and draw the concluſion that unbiaſſed reaſon* "authoriſes."

And being aſked, ſhould thoſe fiſheries, and the conſequent improvement on the coaſt, be carried to the perfection the witneſs thinks them ſuſceptible of, would not the national revenue be augmented thereby? and if ſo, what does he think might be the amount of the additional revenue which might be thus obtained? The doctor, after ſome analogical reaſoning on this head, ſays, "the revenue will be augmented by this arrangement, at leaſt *one "million per annum.* Nor would this be a ſickly revenue, liable to "fluctuation and decay, but it would be an increaſing fund, that "would grow greater and greater, without trouble or expence, "as the proſperity of the people increaſed. And here it is pro- "per to take notice, that although for the ſake of diſtinctneſs,

"it

" it has been ſtated, that a ſmall annual ſum ſhould be apparently " paid out of the public revenue of this country, for the purpoſe " of promoting theſe fiſheries, yet, it *now* appears, that inſtead " of requiring money to be paid by the other ſubjects of Britain, " for the ſupport of thoſe engaged in this undertaking, there " would only be wanted a very ſmall portion of the money that " the fiſheries themſelves would produce, to be applied *for ſome* " *time* for the purpoſes therein ſpecified, and *a very large overplus* " would remain to be applied to the common exigencies of the ſtate."

Here, in our humble opinion, the committee cloſed the examination rather abruptly. It might have been aſked, That as the doctor had ſtated the number of people which might be collected on theſe ſhores, in the courſe of 20 years at 200,000, beſides the increaſe by natural procreation, the whole, upon a moderate ſuppoſition amounting to 400,000, what meaſures would *he adviſe* for ſupplying this great body of people with proviſions, ſince it is evident that, in the preſent thinly inhabited ſtate of the weſt coaſt the natural produce of grain is ſcarcely ſufficient to keep one third part of the natives from periſhing through want.

To this queſtion, the doctor would probably have anſwered; " That as theſe ſhores abound in fiſh of every ſpecies known in the northern latitudes; as the cataceous, the cartilaginous, and the ſpinous, two millions of people, (the ſuppoſed population in that country 100 years hence, agreeable to the eſtabliſhed principles of calculation,) might be abundantly ſupplied in wholeſome prolific food. For inſtance, herrings at breakfaſt; codfiſh, ling, tuſk, dogfiſh, turbot, ſkate, ſoles, flounders and mackarel for dinner; lobſters, crabs, oyſters, muſcles, cockles, and ſhrimps for ſupper. Theſe dreſſed in all the different modes of cookery would afford an agreeable variety ſuited to every taſte and palate, the voluptuous epicure not excepted.—It might have been aſked, How are the inhabitants to be ſupplied with bread?—Nothing more eaſy. The Norwegians, a hardy race, inhabiting the ſame latitudes as the Hebrideans, mix the ſawings of fir with burnt fiſh bones; this, when baked into thin cakes, will prove both a nutritive and a pleaſant ſubſtitute for the Scottiſh bannock, or the Engliſh loaf. Thus the bounty of the ſurrounding ocean will furniſh the tables of the labouring people, without any material aid from government, for I would not adviſe a uſeleſs expenditure of the national treaſure, unleſs in caſes where it is abſolutely unavoidable, as the purchaſe of ſawings, which the government agents ſtationed in the Hebrides may procure at a ſmall expence from their neighbours of Labradore, and lodge in ſtores for the general uſe of the community.

It is true, there may be delicate palates among the higher claſſes of merchants and citizens, who muſt be humoured in their fancies, to prevent their withdrawing themſelves with their property to luxurious England; I therefore have propoſed to introduce a better ſyſtem of agriculture on theſe weſtern ſhores, by which the ſoil will produce at leaſt tenfold more than the preſent crops;

while at the ſame time the rains, about which Engliſh writers have given exaggerated reports, will become leſs frequent, and there is not a doubt but that, with ſteady perſeverance, the periodical rains may be brought on earlier in the ſeaſon, by which the harveſt will be more plentiful, and ſafely houſed. To effect this happy circumſtance the face of the county muſt undergo a thorough change; bogs, marſhes, and fenny lands muſt be drained; mountains, as the paps of Jura, Cuchullin, the mountain of the Sun, and the hill of the old Hag, muſt be be blown up, by which a double advantage will be gained; the clouds meeting no interruption will be more favourable to the huſbandman, while the ſtones which compoſed theſe eminences, will furniſh materials for building the cities. With regard to the management and reclaiming of lands, theſe ſubjects are fully handled in my book upon huſbandry, of which the honourable committee muſt have heard; theſe copies being circulated amongſt the Hebrideans, and the coaſts of the mainland, will give a new face to nature.—The many extenſive fields of theſe fair iſlands, and even the hitherto unprofitable grounds, will raiſe luxuriant crops of wheat, whereby the rich, the delicate, and the ſick may be plentifully furniſhed with wheaten bread, with pudding, and with paſtry, while the ſtraw and the chaff will afford nutritive ſuſtenance to the cattle and ſheep through the winter."

It may be be alledged that many horſes will be neceſſary in the cities which the reporter propoſes to the honourable lords of the treaſury, and this honourable committee, and that ſuch cattle may, in ſome ſeaſons, feel a ſcarcity of ſtraw; but this objection will vaniſh, when it is conſidered that goods in theſe iſlands will be chiefly conveyed by water carriage. For inſtance, a merchant in the city of Boiſdale, in Uiſt, commiſſions a laſt of herrings, or any given quantity of fiſh, from the city of Dunvegan, in Skye; the goods will not, cannot, be ſent by land carriage, but by daily veſſels paſſing from town to town; and thus there will be little or no call for thoſe expenſive animals in the Hebrides, for the purpoſes of trade. None of that whipping, cutting, and beating, ſo common in your Watling-ſtreets, your Thames-ſtreets, and your Wappings; none of that ſwearing, d———g of eyes and limbs, ſo offenſive to the ear and the ſight, will be heard or ſeen amongſt the happy cities of Hebridea. The wealthy inhabitants will indeed require many ſets of horſes, for whiſkies, chaiſes, chariots and coaches, from which government will derive a conſiderable revenue, but as the ſmall ſpecies of that noble animal, is now become faſhionable among the Britiſh quality, there will be no occaſion for importing your large, high-fed Engliſh horſes; the Hebrides breed vaſt numbers of the ſhalty kind called garrans, ſome of whom do not exceed three feet at full growth. Their tails almoſt touch the ground; their mains are long, and the hair of their foreheads cover the greateſt part of their faces. They are bred chiefly in the neighbourhood of the laird of Boiſdale, a gentleman to whoſe hoſpitality the reporter is under ſuch high obligations, as he

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can no otherways repay than by requeſting his acceptance of a city upon the eſtate of Boiſdale, which though ſomewhat diſtant from the European continent, is, conſequently, as much nearer the American world; and a beneficial trade may be carried on between both hemiſpheres, of which the city of Boiſdale will be the centre. It will be a pleaſant ſight to ſee the laird, as ſuperior of the ſoil, drawn in his coach by ſix of theſe little things prancing the ſtreets of Boiſdale in all the pride of royal ſteeds; and, while the principal merchants ſhall be flocking to change in their carriages and four, the ladies will be ſhopping, or paying their morning viſits with pairs; for I would not adviſe more, on account of the high ſpirit of theſe creatures.

Having thus ſuggeſted a further explanation of the doctor's plan of towns, I ſhall now mention in his own words, his propoſal for "opening a communication for facilitating the little inter-"nal commerce of the country already alluded to, (meaning "the main land) and for conveying intelligence from place to "place expeditiouſly and regularly. Here little more would "be wanted but *ſuch a path as a horſe could travel on* with "eaſe and ſafety." It is very extraordinary that the doctor ſhould propoſe to colonize the weſtern ſhores with ſome hundred thouſand people, and at the ſame time limit the acceſs and intercourſe with theſe people, to a horſe road only. We may, however, account for this inconſiſtency, from the doctor's ideas of œconomy reſpecting the expenditure of the public money. To this, as before obſerved, may alſo be attributed his poſtponing the buſineſs of the northern canal, till that country ſhall be able to carry it on without public aid.

But there ſeems to be no end to the doctor's abſurdities. We ſhall, therefore cloſe our obſervations after ſtating the two following particulars: I had in my evidence (which was prior to the doctor's) introduced the ſubject of the fiſheries, by tracing the hiſtory of the herrings in their annual migrations from the northern ſeas to the ſouthern parts of Great Britain and Ireland, where they diſappear; this being the ſentiments of the moſt eminent writers in natural hiſtory, corroborated by the Dutch and all practical fiſhermen, who frequent theſe ſeas; and particularly by the Baltic traders, who frequently obſerve the herring ſhoals, proceeding ſouthward, attended by millions of fowls, and always at a fixed ſeaſon of the year. This, the doctor, in his uſual ſpirit of contradiction, attempted to confute, in a long and diſguſting harangue, which had not the effect on the minds of the audience that he expected. He begins thus, "it is generally believed, "that herrings breed *only* in the northern icey ſea." The doctor hath no authority for that aſſertion, it being generally believed, that herrings breed alſo in the Britiſh ſeas, conſequently his arguments were totally unneceſſary. Then follows a diſſertation on what he calls *the antient hiſtorical opinion concerning herrings*, which he ſeems to have copied from the words of thoſe who preceded him in their evidence before the committee, and were unanimous reſpecting the annual migration of herrings.

Another particular connected with the preceding ſubjects, merits notice. The doctor, who ſets his face againſt all well received opinions, or works, and the authors of them, labours by invidious inſinuations, to raiſe his own importance at the expence of one of the moſt uſeful men of the age. " In theſe iſlands, and " along the weſt coaſt of Scotland," ſays the doctor in his report, " there are many of the fineſt natural harbours that are to be " ſeen in the world; but theſe, *from the want of proper ſurveys*, " are not yet thoroughly known."—" All the charts of thoſe " coaſts," ſays he in another place, " are full of inaccuracies " and errors, that tend to endanger the ſafety of any veſſel that " ſhall attempt to ſail by them."

Reſpecting thoſe heavy charges againſt a perſon of reputable character, and amiable manners, we ſhall give a ſhort abſtract from a late publication, entitled *Juſtification of Mr. Murdoch Mackenzie's Nautical Survey of the Orkney Iſlands and Hebrides, in Anſwer to the Accuſations of Doctor Anderſon.*

" As the nautical knowledge of the Orkney Iſlands, and the " weſtern coaſts of Scotland, was of great importance to the navi- " gation of Britain, Mr. Mackenzie, a man of ſcience, conceived " the plan of making a ſurvey, for the direction of mariners un- " acquainted with thoſe ſeas. This he executed, with regard to " the Orkneys, at his own expence. The merit of the perfor- " mance was conſpicuous. The ſucceſs of the undertaking " attracted the attention of the public. Mr. Mackenzie was " afterwards employed by government to extend the ſurvey; and " he in a manner ſpent his life time in that ſervice. The national " benefit derived from his labours can only be known from the " eſtimation in which his charts are held by mariners; but, to a " man of knowledge, the ſimple inſpection of the charts, is ſuf- " ficient to convince him with regard to the pains and labour em- " ployed in that undertaking.

" Dr. Anderſon, a man who had no pretenſions to the know- " ledge of nautical ſurveying, or to the uſe of charts, made a " public attack upon Mr. Mackenzie's works. He repreſented " the charts as extremely erroneous, and dangerous to mariners; " and he inſinuated, that the ſurvey had been an impoſition on " the public. The printer of the Caledonian Mercury, received " his friend (couſin) doctor Anderſon's accuſation into his " paper. A public correſpondence was then commenced through " that channel, and papers were alternately received from both " ſides,

" But the printer having now, for reaſons beſt known to him- " ſelf, refuſed to receive an anſwer to Dr. Anderſon's laſt letter, " which was intended to contain a number of certificates from " many gentlemen of Liverpool, Leith, &c. who will be allowed " to poſſeſs the greateſt profeſſional knowledge, the friends " of Mr. Mackenzie, and of truth, therefore, think it neceſſary " to publiſh the whole of the correſpondence, which, when " brought under view, will expoſe the conduct of doctor Ander-

" ſon,

" ſon, and juſtify the character of Mr. Mackenzie, whoſe beha-
" viour, in relation to the public, will ever be ready to meet a
" fair enquiry."

Mr. Mackenzie continued in this employ, till age and infirmities obliged him to reſign the buſineſs to his nephew, who is now ſurveying the eaſt coaſt of Great-Britain, the only part which the uncle had not completed. After having thus ſerved his country and mankind in the moſt eſſential manner, with fidelity, unwearied application, and univerſal approbation, he is not allowed to cloſe a uſeful life in peace, but brought forward and ſtigmatized in a public news-paper, as an impoſter, not one of whoſe charts, the doctor believes has been " delineated from actual ſurveys, " but imagines they muſt have been ſketched by the eye only, and *that* even in a haſty and ſuperficial manner." *Dr. Anderſon's firſt attack*, November 3, 1784.

ANSWER.

SIR, *November* 17.

" Mr. Mackenzie, by the infirmity of years and bodily ail-
" ments, unable to give application to what muſt require thought
" and attention of mind, finds himſelf ill qualified to enter the
" liſts, or even to attempt an anſwer, to the author of a para-
" graph in your paper of the 3d. of November. But, conſcious
" of his own integrity, he begs leave to aſſure the public, that
" with accuracy, fidelity, and care, he executed the truſt repoſed
" in him, of carrying on a nautical ſurvey, in conſequence of in-
" ſtructions received from the lords of the admiralty; in which
" he has pointed out the beſt tracts, and the propereſt anchorage,
" as far as neceſſary for the ſafety of ſhipping. And he ſubmits
" the merit of his ſurvey, the works of many years, upon the only
" proper teſt, the approbation of thoſe *alone* who are moſt inte-
" reſted, and beſt qualified to judge, *ſeamen*, the maſters of veſ-
" ſels of all kinds, who, after the continued uſe of the ſaid
" ſurveys from 10 to 30 years, have never once found fault, ſo
" far at leaſt as has come to his knowledge. On the contrary,
" as a proof of their accuracy, there has ariſen amongſt ſeamen,
" with regard to the uſe of theſe charts, a proverbial expreſſion,
" which, the circumſtances he is in at preſent, authoriſes him
" to repeat, *that he who has Mackenzie's charts, when navigating*
" *theſe coaſts, needs no pilot.*

" At the ſame time, if any rock or ſhoal has happened to
" eſcape Mr. Mackenzie's moſt laborious ſearch and aſſiduous
" inquiry, (which is far from being impoſſible) Mr. Mackenzie
" thinks he has a right, in juſtice to the public, who employed
" him, and for the general intereſt of mankind, excluſive of any
" conſideration for himſelf, to call upon Dr. Anderſon (who he
" believes to be the author of the paragraph) to condeſcend upon
" thoſe errors and neglects, which may be dangerous to ſeamen
" who truſt in thoſe charts, and which, it is pretended, that Dr.
" Anderſon has diſcovered, in order that thoſe corrections, if

" found

" found juſt, may be inſerted in the draughts, for the purpoſe " of any future publication."

The doctor begins his ſecond letter in a vaunting ſtyle, which, when we conſider the age, and the feelings of the man whom he accuſes, does no great honour to the doctor's humanity; and we ſhall ſoon perceive greater reaſon to form concluſions reſpecting the doctor's moral principles. He begins his ſecond letter thus, " Dr. Anderſon is ſorry that Mr. Mackenzie ſhould have felt " himſelf ſo much hurt, &c." Any reader will readily allow the propriety of Mr. Mackenzie's letter, and the candid manner of expreſſing himſelf, whether by his own pen, or that of a friend. His language is mild, his arguments are ſtated upon facts, and he only wiſhes, that the doctor would point out the errors, if any do really exiſt, in order that they may be corrected for the public benefit.

The doctor thus called upon to ſpeak out at once, ſays, that " many years ago, Mr. Mackenzie publiſhed a ſet of charts under " the title of *Orcades*; the laſt of which maps contains a chart of " Lewis: (a part of the Hebrides) In that map, the rock called " *Skerinoe*, near the Schant iſlands, is laid down about 4 miles out " of its proper place. In a future ſurvey he made of the weſt " coaſt of Scotland and Ireland, that rock of Skerinoe is laid " down nearly in its proper place: He therefore, had then diſ- " covered his error, and very properly corrected it." Let us now hear the anſwer made by Mr. Mackenzie's friend to this mighty charge.

" SIR

" I beg leave, through the channel of your paper, to recall " the attention of the public to doctor Anderſon's accuſation of " Mr. Mackenzie's ſurveys, the public being highly intereſted " in judging how far thoſe accuſations of a work of ſuch magni- " tude and importance, be either on the one hand true, or on the " other falſe. Dr. Anderſon has repreſented thoſe charts as " erroneous and dangerous; and has inſinuated, if not declared, " that the public money had been miſ-ſpent, in being laid out for " ſurveys, that were nothing but a ſpecies of impoſition. In ſup- " port of this charge, the doctor has condeſcended upon one parti- " cular, of which the public is now to judge. But, to enable " thoſe, who never had an opportunity of examining the ſub- " ject, it will be neceſſary to give a ſhort account of the ori- " ginal of thoſe ſurveys.

" The ſurvey of the Orkneys was the firſt undertaken by " Mr. Mackenzie. It was made at his own expence, and pub- " liſhed at his own riſk. In this work there is alſo a chart " of the Lewis, which he *in part* ſurveyed. Theſe charts " were found ſo accurate, ſo uſeful, and ſo well received by " the public, that Mr. Mackenzie was employed by govern- " ment, to ſurvey the weſt coaſt of Britain, and the coaſt of Ire- " land. In this general ſurvey, Mr. Mackenzie begins with the " Lewis, the ſurvey of which had not been *completed* in his pri- " vate labours; conſequently, of this there is publiſhed a more

" perfect

" perfect chart.—The charge againſt the accuracy of Mr. " Mackenzie's firſt publication will be beſt anſwered by reading " what Mr. Mackenzie has there ſaid in relation to the ſubject. " In page 3d there is a chapter entitled, *Manner of taking the " Survey of the Orkneys and Lewis, with the Perfections and " Imperfections of the Charts.*—Then, having deſcribed his man- " ner of taking the ſurvey of the Orkneys, he thus proceeds :—

" The Lewis was ſurveyed in the ſame manner, only moſt of " the leſſer iſlands there were done by the eye, *the coaſt between " Loch Shell and Loch-ſea Fort, by information*; and no ſoundings " taken but within the bays. Now, it is to be obſerved, the " rock Skerinoe and Schant iſlands lie preciſely on the coaſt " between Loch Shell and Loch-ſea Fort.—Therefore, the ſunk " rock Skerinoe could not be ſurveyed in this chart: and Mr. " Mackenzie has warned every man who is to uſe his charts " of this; that ſo the mariner may avoid the dangers of ſailing " by the chart of a coaſt which had not been ſurveyed."

The reader, though unacquainted with maritime affairs, will eaſily perceive the meanneſs, if not worſe, of this unprovoked and unwarranted accuſation. Among the numerous inſtances of the doctor's propenſity to detraction, this is the moſt frivolous and illiberal. Diſappointed and foiled in this inſtance, he inſinuated freſh charges againſt the old man, and again was called upon to explain himſelf by ſpecifying the particulars.

" Now," ſays Mr. Mackenzie's advocate, " as I hope to have " ſatisfied the public, that the only error ſpecified in Dr. Ander- " ſon's vague accuſation is perfectly groundleſs, and the chart com- " plained of irreproachable on the part of Mr. Mackenzie, I " think I have a right, both as a well-wiſher to the public, and a " friend of Mr. Mackenzie, to call upon Dr. Anderſon to wave " his principle of delicacy on this occaſion, and publiſh thoſe " errors by which the lives and fortunes of many of his country- " men are every day expoſed to danger. The doctor may reſt " aſſured, that Mr. Mackenzie's feelings have not been diſturbed " by what he has already publiſhed, nor is there any reaſon to " believe they ever will be affected by what further he can ſay; " for, if it be a diſcovery of any value, as a work of this kind " cannot be warranted free of imperfection, Mr. Mackenzie will " never regret the improvement of his charts; but, if it be only " a trifling criticiſm, or any unjuſt accuſation, the doctor will " only expoſe himſelf to ridicule and contempt."

Here the doctor is again put to his ſhifts, and hath the mortification to find himſelf once more beaten off the field. He pretends to criticiſe upon diſtances and bearings laid down in the charts, without having ever made a trial of the one or the other, upon the principles of ſcience, of which, indeed, he was utterly incapable, like other quacks, who are ever boaſting of their ſuperior abilities and diſcernment, while, at the ſame time, they know little of the ſubjects which they pretend to elucidate. " But," ſays the friend of the accuſed, " before anſwering directly to the

" charge,

" charge, there is a previous queſtion, not with regard to what right " the doctor has to challenge; every one has a right to challenge " an error, by which the lives and fortunes of others are endan- " gered; but the queſtion here propoſed, reſpects *the capacity of* " *the challenger*; how far he has proper information with regard " to the ſubject on which he founds his accuſation. Dr. Anderſon " has not told what inſtruments he had employed, or what time " he had ſpent in making thoſe numerous obſervations: But, " without giving ſatisfaction with regard, at leaſt, to the probable " means of information, no perſon has a right to offer a criticiſm " on the work of a maſter who made it the buſineſs of his life. " As truth, however, fears no ſcrutiny, we ſhall at preſent wave " this privilege of a defender."

Then follows the defence, wherein the doctor's accuſations are fairly ſtated one by one, and ably anſwered, without equivocation, or quibbling with words. The doctor begins to ſicken, whilſt his antagoniſt gathers freſh ſtrength upon every attack. "The " doctor ſeems to forget himſelf," ſays he, " when he talks of put- " ting an end to all further altercation—does he conſider as alter- " cation, his being called upon publicly to make good his calum- " nious aſſertions?" At length, the printer interpoſes, and after allowing his couſin the laſt word, puts a negative on any thing farther that may be offered on the ſubject from either party. Mr. Mackenzie's friend, who ſeems to be of the true Fingalian blood, finding the Mercury door ſhut againſt him, and the doctor ſnugly lodged within, reprints the whole controverſy in a pamphlet: thus iſſuing from an unſuſpected quarter, drags the trembling culprit from his lurking hole, and forgetting the dignity of L. L. D. ſays, " here is a piece of impudence, which nothing but bad " principles could ſuggeſt, and which nothing but the deepeſt " ſophiſtry could cover. In oppoſition to Mr. Mackenzie's actual " ſurvey, he gives, for facts, downright falſhoods.—Dr. Ander- " ſon has made the moſt violent attack upon the property of a " perſon who never injured him; he has made the moſt inſi- " dious, as well as cruel attack, upon the fame of a well deſerv- " ing citizen: Therefore, he muſt either prove that he had " made the *ſurvey*, on which he grounds his accuſation, or he " muſt be condemned as bearing falſe witneſs againſt his neigh- " bour. I call the attention of the public to this cauſe, where " truth, and the deareſt rights of mankind, are concerned. That " which is Mr. Mackenzie's caſe to day, may be the caſe of any " other man tomorrow. If the world will not ſtigmatize the " perſon who moſt unprovokedly has violated truth, and has " wilfully tranſgreſſed the moſt ſacred law of ſociety, there " would be no principles of morality in man.——I have repre- " ſented Dr. Anderſon's facts, I believe, in their proper light; " and I have now to tell him, that there are other parts of his " conduct of which he ſhould more aſhamed; *firſt*, of having " wickedly deviſed evil againſt his neighbour without cauſe; and, " *ſecondly*, of having fooliſhly departed from the path of truth,

" in

" in expectation of ſupporting his calumnious aſſertions. What " benefit he promiſed to himſelf for thus tranſgreſſing the law of " natural benevolence, implanted in the heart of man, and never " violated without ſome reaſon, he beſt can anſwer. I believe " he now repents, becauſe his purpoſe has been fruſtrated. " How he ſettles the account with his conſcience, it becomes not " me to inquire; but an injured public will not fail, I hope, to " reſent the open violation of that which is right and amiable in " the eyes of all other men." Theſe remarks are ſo applicable to the doctor's recent behaviour towards other victims of his malignity, that they ſeem the language of inſpiration for reſcuing innocence and integrity from the ſecret machinations of this reporter of facts. While the blood of the Caledonian champion was thus boiling in his veins, reinforcements arrived from all quarters, in defence of the man who had wore out his conſtitution for the preſervation of thoſe uſeful men, the ſons of Neptune. " The friends of Mr. Mackenzie," ſays his advocate, " having now ſaid what was thought neceſſary, in juſtification of " themſelves, when attacked by Dr. Anderſon, in his laſt letter, " they will cloſe the whole by (what muſt be admitted to be the " beſt evidence poſſible in ſupport of Mr. Mackenzie's ſurvey) " certificates from thoſe who are moſt intereſted, and who alone " have a title to judge—commanders and maſters of veſſels,— " and branch pilots." Some of theſe certificates are jointly ſigned by a number of commanders in the ſame port, as follows:

*Liverpool*, Jan. 18, 1784. "We commanders and maſters of veſſels in Liverpool, trading to Norway, Hamburgh, the Baltic, &c. being informed that malicious remarks have been ſent abroad, reflecting on Mr. Mackenzie's charts of the Weſt Coaſt and iſlands of Scotland, do hereby certify to all whom it may concern, that we have always found theſe charts ſufficiently exact for navigating ſhips with ſafety among the iſlands, or between them and the main land; and, by his improved method in them, the great diverſity of high and low lands, cliffs, ſhores, &c. are ſo remarkably diſtinguiſhed, as to make them eaſily known, ſo that we can proceed with more confidence, and have found them ſurer guides than any other charts we have ever ſeen." Signed by 23 commanders.

Two certificates are from Stockton to the ſame purpoſe, and expreſſing a ſurprize that any one ſhould report the charts to be erroneous, and ſtrongly aſſerting their correctneſs. Various certificates and letters from different ports in Scotland, particularly Leith, ſigned by 3 maſters of cuſtom-houſe yachts, 18 commanders and pilots. A certificate from port Glaſgow, ſigned by the commander of the king's cutter, and 5 ſhip-maſters, who navigated the northern ſeas. Various certificates from individual commanders of cutters, traders, and pilots; one of which ſays, " I hear that one Dr. Anderſon has been finding fault with your draughts of the Weſt of Scotland, and has wrote againſt them in the news-papers. This ſurpriſed me very much; for you muſt

know

know that I was born in one of theſe iſlands, and accuſtomed to ſhipping from my youth, and ſince that have been maſter of a veſſel and pilot for 40 years; have had the charge of king's cutters and many merchant-ſhips through the Highlands, and as far as Liverpool, when your draughts were aboard, and never had reaſon to find fault with them, nor ever heard any captain or ſhip-maſter ſay they found them wrong; on the contrary, every one of them, as well as myſelf, approved of them much, as the beſt they ever ſaw. I own, indeed, they have done prejudice to the pilots; for, to my knowledge, many of them that uſed to be well employed, and well paid, before your charts came out, are now obliged to ſtay at home idle, or enter before the maſt, becauſe maſters through the Highlands, to the Weſt of England and to Ireland, ſail by your draughts without taking a pilot. I believe Mr. Anderſon is not well acquainted with ſailing or ſea charts, or he would not have fallen foul of ſuch a performance. Stronoway pilots have ſuffered much by your draughts, as hath the Orkney pilots; for, formerly, few ſhips attempted to go weſtward from Stronaway without pilots, and now very few of us are employed, the ſhip-maſters telling that they can do very well with Mackenzie's draughts. I am a well-wiſher to all honeſt men, and ſir, your moſt humble ſervant."

Another letter runs thus:—"Good ſir, reading in the newspapers a violent attack made on you and your charts of the Weſt Highlands, I can ſay it is a falſe and cruel attack. I have been pilot of his majeſty's ſhips, and other reſpectable merchant ſhips belonging to Liverpool, and elſewhere; and, by depending on your charts, through the Orkney iſlands, and often through the Weſt Highlands, to and again, have been ſucceſsful, and truſt in Almighty God to continue to be ſucceſsful, as I get an honeſt and very good livelihood by pilotting veſſels."

A letter from Kirkwall, capital of the Orkneys, is thus:—"Sir, I am extremely ſorry to ſee you lately attacked on ſome part of your ſurveys, and I think it very ſurpriſing, that ſuch a number of years have elapſed, theſe neglects you are charged with was not found out ſooner, where there has been a conſtant courſe of ſhipping and experienced ſeamen, till a Dr. Anderſon would do it. It is a known fact in this country, that before your ſurveys of the weſt of Britain and Ireland were publiſhed, there were from 10 to 15 pilots employed in Stromneſs, by ſhipping going to Liverpool and Ireland, and more needed, if they could have been had; and ſince that, no capable ſhip-maſter, going to theſe places, takes a pilot, that has your ſurvey. I have frequently heard ſenſible maſters of ſhips ſay, none who underſtood a map, needed a pilot where you ſurveyed, if he had your's. But I really think, Sir, that Dr. Anderſon has imagined you in Abraham's boſom, and that he did not expect an anſwer. It is common for thoſe employed as he is, *to find fault with others that have gone before on the ſame plan (however right) to raiſe their own merit, which always proceeds from ambition, avarice, and mercenary motives.*"

Beſides theſe teſtimonies, I have to mention Captain Kyd's evidence before the committee on the Britiſh fiſheries. He hath been ſtationed theſe laſt 34 years, in his majeſty's cutters, upon the eaſtern coaſt of Scotland and the Orkneys; and being examined reſpecting Mr. Mackenzie's charts, (Dr. Anderſon, I believe, preſent) he recommended them, as the moſt accurate, and ſerviceable to the navigation of theſe ſeas, he had ever met with.

I do not perceive his evidence on this head in the report, though I believe it ſtands on the minutes from which the report was made. In a private converſation with this gentleman, he declared Mr. Mackenzie's charts of the Orkneys to be, in his opinion, the moſt accurate that any nation could produce. I have alſo been informed that the Dutch conſider them in the ſame light, calling them a bleſſing to their country.

During the courſe of my inquiries amongſt ſeafaring people in Ireland and the weſt of Scotland, I never heard any perſon ſpeak, directly or indirectly, againſt theſe charts, on any point whatever. On the contrary, they were uniform in their encomiums on the charts, and the author of them. Some of the people having occaſionally attended Mr. Mackenzie while taking the ſurveys of their coaſts, repreſented him as a pains-taking honeſt man, who did juſtice to the public, though the weather was often unfavourable for that buſineſs. Sir Lucius O'Brien ſpeaks in parliament of Mackenzie's charts of the Iriſh coaſt in the higheſt ſtyle of panegyric.—"And this," ſays he, "I conſider as a very uſeful fa-"vour, for which this nation is in a conſiderable degree indebted "to the noble lord who preſides at preſent (1776) among the "lords commiſſioners of the admiralty."

Much more could be added on this head, but it is unneceſſary. How, therefore, can Dr. Anderſon reconcile to his honour and his conſcience, the following aſſertion in a public newſpaper, "That "he ſoon found that no perſon could rely upon Mr. Mackenzie's "charts of the weſtern coaſts of Scotland with ſafety—that he is "convinced not one of the harbours has been delineated from actual "ſurveys, but imagines they muſt have been ſketched by the eye "only, and *that* even in a haſty and ſuperficial manner." In theſe and other aſſertions, he ſtands alone—confronted and confuted by thoſe who are the moſt competent judges in the Britiſh kingdoms, as well as foreign ſtates. Thus the falſe alarm reſpecting a ſubject of very great importance to the commerce of theſe kingdoms, falls to the ground, whilſt the devoted victim to artful perfidy, and a depraved heart, will be gratefully remembered by poſterity. I ſhall now leave the doctor to his own reflections, under the further mortifying information that his inſidious arts have in a great meaſure failed of the ends which he propoſed to himſelf, at the expence of many of his countrymen, and for which he ſeems to ſacrifice the welfare of that country. Let him take this final advice, that, in every tranſaction of life, *honeſty* is the beſt *policy*, even though it ſhould be the certain means of temporal misfortunes.

FINIS.

*** *The Binder is desired to take notice, that the Second Volume begins with* B B, *page* 369

## ERRATA

Page 32, line 22, *for* proviſion, *read* proviſions.
—— 55, —— 9, *for* was *r.* were.
—— 78, —— 40-41, *for* Lock *r.* Loch.
—— 79, —— 25, *for* commiſſioners, *r.* commiſſioner.
—— 81, —— 23, *for* 82 *r.* 80.
—— 84, —— 37, *for* numbers *r.* number.
—— 110, —— 25, *for* them, however, *r.* them, may however.
—— 120, —— 24, *for* Shuma, *r.* Shuna.
—— 129, —— 26, *for* dina, *r.* dinna.
—— 129, —— 30, *for* fortues *r.* fortunes.
—— 133, —— 37, *for* murders, *r.* murder.
—— 136, —— 30, *for* and, *r.* at.
—— 138, —— 3, *for* Dunnot, *r.* Dungſby.
—— 144, —— 8, *for* be, *r.* beſides.
—— 167, —— 31, *for* 1777, *r.* 1677.
—— 270, —— 34, *for* jumping, *r.* by jumping.
—— 348, —— 21, *for* prewent, *r.* prevent.
—— 349, —— 28, 31, 33, 35, *for* curve, *r.* cruive.
—— 408, —— 9, *for* on, *r.* no.
—— 409, —— 11, *for* run, *r.* runs.
—— 414, —— 34, *for* Nidan, *r.* Ridan.
—— 441, —— 18, *for* Iſland, *r.* Iſlands.
—— 457, —— 2, *for* Glenalk, *r.* Glenalg.
—— 528, —— 35, *for* meeckle, *r.* meekle.
—— 526, —— 27-33, *for* Harvic, *r.* Hawic.
—— 569, —— 36, *for* weſt, *r.* longitude.
—— 670, —— 13, *for* different *r.* difficult.

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